**BNSF Railway Safety Vision**

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway 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 safeguarded ...

**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.

---

**Colorado Division**

**Timetable No. 6**

IN EFFECT AT 0800
Mountain Continental Time

**Wednesday, June 3, 2009**

**Division General Manager**
W. Janssen Thompson
Denver, CO.
(303) 480-6550

**General Director Transportation**
Michael F. Sickler
Denver, CO.
(303) 480-6221
<table>
<thead>
<tr>
<th>City</th>
<th>Name</th>
<th>Position</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amarillo</td>
<td>J.R. Bahruth</td>
<td>Road Foreman</td>
<td>(806) 379-3306</td>
</tr>
<tr>
<td></td>
<td>D. Berry</td>
<td>Trainmaster</td>
<td>(806) 379-3321</td>
</tr>
<tr>
<td></td>
<td>W.D. Kreutzer</td>
<td>Signal Supervisor</td>
<td>(806) 379-3460</td>
</tr>
<tr>
<td></td>
<td>J.W. Varner</td>
<td>Roadmaster</td>
<td>(806) 379-3070</td>
</tr>
<tr>
<td>Casper</td>
<td>T.L. Axt</td>
<td>Road Foreman</td>
<td>(307) 473-5221</td>
</tr>
<tr>
<td></td>
<td>J.P. Benison</td>
<td>Trainmaster</td>
<td>(307) 473-5233</td>
</tr>
<tr>
<td>Cheyenne</td>
<td>W.R. Adkins</td>
<td>Trainmaster</td>
<td>(307) 432-7321</td>
</tr>
<tr>
<td></td>
<td>T.J. Melander</td>
<td>Roadmaster</td>
<td>(307) 432-7346</td>
</tr>
<tr>
<td>Denver</td>
<td>M.A. Carpenter</td>
<td>Division Engineer</td>
<td>(303) 480-6393</td>
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<tr>
<td></td>
<td>B.E. Conlin</td>
<td>Terminal Manager</td>
<td>(303) 480-7978</td>
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<td></td>
<td>E.K. Earle</td>
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<td>(303) 480-6413</td>
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<td>A.D. Fry</td>
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<td>(303) 480-6251</td>
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<td>J.M. Hawkins</td>
<td>Trainmaster</td>
<td>(303) 480-6351</td>
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<tr>
<td></td>
<td>M.D. Henderson</td>
<td>Director Administration</td>
<td>(303) 480-6227</td>
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<tr>
<td></td>
<td>W.P. Herrin</td>
<td>Superintendent Operations</td>
<td>(303) 480-6528</td>
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<tr>
<td></td>
<td>S.P. Hill</td>
<td>Senior Trainmaster</td>
<td>(303) 480-6265</td>
</tr>
<tr>
<td></td>
<td>P.A. Howland</td>
<td>Manager of Safety</td>
<td>(303) 480-6342</td>
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<td></td>
<td>C.G. Johansen</td>
<td>Trainmaster</td>
<td>(303) 480-6351</td>
</tr>
<tr>
<td></td>
<td>P.L. Kreger</td>
<td>Supt. Operating Practices</td>
<td>(303) 480-6211</td>
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<td></td>
<td>K.P. Murray</td>
<td>Terminal Manager</td>
<td>(303) 480-6215</td>
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<tr>
<td></td>
<td>P.D. Myers</td>
<td>Asst. Dir. Main Prod.</td>
<td>(303) 480-7416</td>
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<tr>
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<td>C.R. Nance</td>
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<td>(303) 480-6351</td>
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<td></td>
<td>S.R. Premo</td>
<td>Signal Supervisor</td>
<td>(303) 480-6339</td>
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<tr>
<td></td>
<td>L.M. Preston</td>
<td>Trainmaster</td>
<td>(303) 480-6351</td>
</tr>
<tr>
<td></td>
<td>D.D. Rourke</td>
<td>Trainmaster</td>
<td>(303) 480-6351</td>
</tr>
<tr>
<td></td>
<td>J.E. Sogn</td>
<td>Road Foreman</td>
<td>(303) 480-6265</td>
</tr>
<tr>
<td></td>
<td>C.L. Stethem</td>
<td>General Signal Supervisor</td>
<td>(303) 480-6547</td>
</tr>
<tr>
<td></td>
<td>S.M. Thompson</td>
<td>Terminal Superintendent</td>
<td>(303) 480-6224</td>
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<tr>
<td></td>
<td>G.K. Ugrin</td>
<td>Trainmaster</td>
<td>(303) 480-6351</td>
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<tr>
<td></td>
<td>VACANT</td>
<td>Asst. Terminal Supt.</td>
<td>(303) 480-6452</td>
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<tr>
<td>Grand</td>
<td>M.E. Cart</td>
<td>Sr. Trainmaster/Rd. Frmn.</td>
<td>(303) 480-7418</td>
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<td>Junction</td>
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<tr>
<td>Greybull</td>
<td>C.T. Jordan</td>
<td>Roadmaster</td>
<td>(307) 765-4235</td>
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<td></td>
<td>A.J. Toland</td>
<td>Trainmaster</td>
<td>(307) 765-4255</td>
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<tr>
<td>LaJunta</td>
<td>A.P. Campos</td>
<td>Roadmaster</td>
<td>(719) 384-3823</td>
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<td>L.G. Taylor</td>
<td>Trainmaster</td>
<td>(719) 384-3702</td>
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<tr>
<td>McCook</td>
<td>K.D. Cole</td>
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<td>(308) 345-5971</td>
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<tr>
<td>Pueblo</td>
<td>VACANT</td>
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<td>(303) 480-7908</td>
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<td>L.R. Guerrero</td>
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<td>(719) 549-3528</td>
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<td>D.L. Markely</td>
<td>Road Foreman</td>
<td>(719) 549-3525</td>
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<td>B.L. Schultz</td>
<td>Signal Supervisor</td>
<td>(719) 549-3534</td>
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<td>Raton</td>
<td>D.P. Rivera</td>
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<td>(575) 445-7252</td>
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<td>Sterling</td>
<td>J.W. Hartwig</td>
<td>Trainmaster</td>
<td>(970) 526-2221</td>
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<td>Trinidad</td>
<td>T.D. Bertrand</td>
<td>Trainmaster</td>
<td>(719) 845-4121</td>
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<td>M.F. Boyd</td>
<td>Superintendent Operations</td>
<td>(719) 845-4183</td>
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<td>W.A. Meidinger</td>
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<td>(719) 845-4146</td>
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<td>B.W. Roeder</td>
<td>Road Foreman</td>
<td>(719) 845-4122</td>
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<td></td>
<td>W.G. Thurston</td>
<td>Mechanical Foreman</td>
<td>(719) 845-4156</td>
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1. Speed Regulations

1(A). Speed—Maximum

<table>
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<tr>
<th>Length of Siding (Feet)</th>
<th>Station No.</th>
<th>Miles Post</th>
<th>Akron Subdivision MAIN LINE STATIONS</th>
<th>Rule 4.3</th>
<th>Type of Op.</th>
<th>Line Segment</th>
<th>Miles to Next Stn</th>
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<td>20880</td>
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<td>453.2</td>
<td>EAST BRUSH</td>
<td>JT</td>
<td>165.4</td>
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MP 287.8 to MP 289.0 is part of and under the jurisdiction of the Nebraska Division.

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

1(B). Speed—Permanent Restrictions

1(C). Speed—Switches and Turnouts

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

3. Type of Operation

4. General Code of Operating Rules Items

5. Trackside Warning Detectors (TWD)

6. FRA Excepted Track

7. Special Conditions

Monfort—Locomotives not permitted through dumper or over scale.

Yuma—When arriving at the ethanol facility from the west with unit grain trains, loads or empties, unlock and line switches for movement from the main track into the facility. Take train around the loop, and when half way around the loop, stop and line switch for movement to the outside loop track. Stop short of the building to ensure that the doors on both sides of the building are fully raised before proceeding through building. When train is clear of the main track and inside of facility, line and lock switches in the normal position. If M&M personnel are on hand to take control of train, turn train over to them. If they are not there to assume control, tie down and secure the train.
When arriving from the east, unlock and line switches for movement from the main track into the facility. Take train around the outside loop track stopping short of the building until ensuring that the overhead doors are completely raised before proceeding through the building, then when half way around the loop, line the switch for movement to the inside track. When train is clear of the main line and inside of facility, line and lock the switches in the normal position. If M&M personnel are on hand to take control of train, turn train over to them, if they are not there to assume control tie down and secure the train.

Crews must call Field Support on VTR or at 817-593-7640 and notify them of the time the train was delivered or departed.

**Akron**—Any track with 15 cars or less must have 5 handbrakes applied. Any track with more than 15 cars refer to ABTH Rule 104.14 - Chart, Brakes Per Ton.

**Test Mile Locations**
- MP 295—MP 296
- MP 425—MP 426
- MP 436—MP 437

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Akron Subdivision. Refer to Item 21 of the System Special Instructions.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
- MP 299.0 to MP 302.0
- MP 330.0 to MP 340.0

**Calling Signals**—When a train passes a signal displaying APPROACH indication the conductor must transmit the following information by radio:
- Train identification (initials, engine number and direction)
- (Signal Name) location on (track) at (speed) MPH

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

Example of Transmission: BNSF 9373 West - Approach on Main 1 MP 95.0 at 50 MPH out.

Main Track designation is not required when operating in Single Track territory.

### 8. Line Segments

**Yard Line Segments**

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<tr>
<th>Line Segment Limit</th>
<th>Location</th>
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<tr>
<td>902</td>
<td>McComb Yard</td>
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**Road Line Segments**

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<td>2</td>
<td>McComb to East Brush</td>
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### 9. Locations Not Shown as Stations

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<th>Name</th>
<th>Miles - Location</th>
<th>Capacity Cars</th>
<th>Switch Opens</th>
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<td>20729</td>
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<td>Both</td>
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<td>20802</td>
<td>Sanborn</td>
<td>12</td>
<td>East</td>
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<td>20832</td>
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<td>Schramm</td>
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<td>20846</td>
<td>Hyde</td>
<td>12</td>
<td>East</td>
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<tr>
<td>20853</td>
<td>Otis</td>
<td>59</td>
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10. **Grade Chart**

ELEVATION IN FEET

WESTWARD — MILEPOST

ELEVATION IN FEET

EASTWARD — MILEPOST

- McCook
- Cubertson
- Trenton
- Stratton
- Max
- Benkelman
- Parks
- Hoigler
- Wray
- Robb
- Eckley
### Speed—Maximum

<table>
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<tr>
<th>Rule 4.3</th>
<th>Type of Oper.</th>
<th>Line Segment</th>
<th>Miles to Next Stn</th>
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<td>AMS FGS</td>
<td>CTC</td>
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<td>8(B)</td>
<td>AMS FGS</td>
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<td>8(C)</td>
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#### Train dispatcher—Channels 14 *11, (402) 636-1664

#### Passenger telephone numbers

<table>
<thead>
<tr>
<th>Train dispatcher</th>
<th>Channel</th>
<th>Phone No.</th>
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<tbody>
<tr>
<td>UP dispatcher</td>
<td>14 *11</td>
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#### Dispatcher telephone numbers

<table>
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<tr>
<th>Dispatcher</th>
<th>Phone no.</th>
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<tbody>
<tr>
<td>Chief dispatcher</td>
<td>(817) 234-1204</td>
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<tr>
<td>Train dispatcher</td>
<td>(817) 234-1640</td>
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</table>

#### Point restrictions

1. **Speed Regulations**

   - **Passenger Freight**
     - **UP 554.9 to UP 555.2**..........................90 MPH ..... 90 MPH
     - **UP 555.2 to UP 555.6**..........................79 MPH ..... 79 MPH
     - **UP 555.1 to UP 555.2**..........................60 MPH ..... 60 MPH
     - **UP 555.6 to UP 555.1**..........................79 MPH ..... 79 MPH
     - **UP 554.9 to UP 554.9**..........................79 MPH ..... 79 MPH
     - **UP 554.9 to UP 554.9**..........................79 MPH ..... 79 MPH
     - **UP 553.5 to UP 553.6**..........................40 MPH ..... 40 MPH
     - **UP 174.4 to UP 172.0**..........................55 MPH ..... 55 MPH
     - **UP 123.8 to UP 123.2**..........................20 MPH ..... 20 MPH
     - **UP 121.6 to UP 121.3**..........................20 MPH ..... 20 MPH
     - **UP 113.9 to UP 111.3**..........................25 MPH ..... 25 MPH
     - **UP 85.5 to UP RRX**..............................30 MPH ..... 30 MPH
     - **UP 51.9 to UP 51.6**..............................30 MPH ..... 30 MPH
     - **UP 31.1 to UP 30.8**..............................45 MPH ..... 45 MPH
     - **UP 27.5 to UP 27.2**..............................25 MPH ..... 25 MPH
     - **UP 25.8 to UP 25.5**..............................40 MPH ..... 40 MPH
     - **UP 23.5 to UP 23.2**..............................40 MPH ..... 40 MPH
     - **UP 22.4 to UP 22.2**..............................40 MPH ..... 40 MPH
     - **UP 21.1 to UP 20.8**..............................40 MPH ..... 40 MPH
     - **UP 20.1 to UP 19.8**..............................40 MPH ..... 40 MPH
     - **UP 17.9 to UP 17.6**..............................40 MPH ..... 40 MPH
     - **UP 11.2 to UP 10.6**..............................20 MPH ..... 20 MPH
     - **UP 1.0 to UP 0.0**.................................20 MPH ..... 20 MPH

   - **Switches and Turnouts**
     - **MP 554.9 to MP 554.9**..........................40 MPH ..... 40 MPH
     - **MP 554.9 to MP 554.9**..........................40 MPH ..... 40 MPH

   - **Temperature Speed Restrictions—None.**

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:
     - **UP 554.9 to UP 554.0**..........................90 MPH ..... 90 MPH
   - **CTC**—in effect:
     - **UP 554.0 to UP 553.6**..........................79 MPH ..... 79 MPH
     - **UP 85.6 to UP 85.4**..............................40 MPH ..... 40 MPH
     - **UP 1.0 to UP 0.0**.................................20 MPH ..... 20 MPH
     - **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:
     - **UP 235.5 to UP 85.6**..............................40 MPH ..... 40 MPH
     - **UP 85.4 to UP 1.0**.................................20 MPH ..... 20 MPH
Yard Limits—in effect:
MP 554.9 to MP 553.9

Restricted Limits—in effect:
MP 3.5 to MP 1.0

Southward trains must contact the Yardmaster North Yard, Amarillo, on radio channel 46 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
Location Controlling Railroad
MP 85.5 UP RRX ............. UP

Use radio channel 14 tone 11* 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 554.9 to MP 533.6

5. Trackside Warning Detectors (TWD)
A. Protecting bridges, tunnels or other structures: None
B. Other TWD locations
MP 538.4—Recall Code 418
MP 214.3—Recall Code 318
MP 186.4—Recall Code 348
MP 176.7—Recall Code 358
MP 155.2—Recall Code 368
MP 125.8—Recall Code 378
MP 120.9—Exception Reporting
MP 110.9—Exception Reporting
MP 109.0—Recall Code 387
MP 93.2—Recall Code 388
MP 69.6—Recall Code 397
MP 54.2—Recall Code 398
MP 34.1—Exception Reporting
MP 28.1—Recall Code 428
MP 24.0—Exception Reporting
MP 19.0—Exception Reporting
MP 13.6—Recall Code 418
C. Other detectors
MP 218.8—High Water—Radio Reporting transmits when a southward train enters Zone 4, MP 224.0, or when a northward train enters Zone 5, MP 214.3. Bridge locations are at MP 217.8 and MP 219.8 and at Bridge 218.8. Movement is governed by System Special Instructions, Item 8 (i). Trains exceeding 7,000 tons must approach indicator not exceeding 35 MPH.

Track Integrity Warning System (TIW)
Track Integrity Warning Devices (TIW) check the rail for continuity and report track integrity status, on an exception only basis. These devices will report the Zone Down for a broken rail or track section occupied. These devices do not check switch position (except facing point switches for southbound movements in Zones 25-35 and Zones 40-49) or for equipment fouling main track at a switch. Zone signs are located at the beginning of each Zone. Unless otherwise stated, warning will be for the track in the next Zone if down (the next track section).

Track Integrity Radio Message
A track status message will only be broadcast when a Zone is “Down”. When approaching a track section in advance of a track section that has a broken rail, switch misaligned (where implemented) or is occupied, the following message will be reported:
“BNSF Milepost XXX.X Zone X integrity Down”.

When approaching the track section that has a broken rail, switch misaligned (where implemented) or is occupied, a white flashing indicator on the equipment housing at the Zone sign will flash as a train approaches and passes. When the train passes the end of the Zone, the following message will be reported:
“BNSF Milepost XXX.X Zone X integrity Down.”

<table>
<thead>
<tr>
<th>Milepost Location</th>
<th>Zone</th>
<th>Call Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>MP 235.5 to MP 234.6</td>
<td>1</td>
<td>234</td>
</tr>
<tr>
<td>MP 234.6 to MP 229.6</td>
<td>2</td>
<td>229</td>
</tr>
<tr>
<td>MP 229.6 to MP 224.0</td>
<td>3</td>
<td>224</td>
</tr>
<tr>
<td>MP 224.0 to MP 218.9</td>
<td>4</td>
<td>218</td>
</tr>
<tr>
<td>MP 218.9 to MP 214.3</td>
<td>5</td>
<td>214</td>
</tr>
<tr>
<td>MP 214.3 to MP 210.0</td>
<td>6</td>
<td>210</td>
</tr>
<tr>
<td>MP 210.0 to MP 205.0</td>
<td>7</td>
<td>205</td>
</tr>
<tr>
<td>MP 205.0 to MP 200.8</td>
<td>8</td>
<td>200</td>
</tr>
<tr>
<td>MP 200.8 to MP 196.3</td>
<td>9</td>
<td>196</td>
</tr>
<tr>
<td>MP 196.3 to MP 191.1</td>
<td>10</td>
<td>191</td>
</tr>
<tr>
<td>MP 191.1 to MP 185.7</td>
<td>11</td>
<td>185</td>
</tr>
<tr>
<td>MP 185.7 to MP 180.8</td>
<td>12</td>
<td>180</td>
</tr>
<tr>
<td>MP 180.8 to MP 175.8</td>
<td>13</td>
<td>175</td>
</tr>
<tr>
<td>MP 175.8 to MP 170.9</td>
<td>14</td>
<td>171</td>
</tr>
<tr>
<td>MP 170.9 to MP 165.8</td>
<td>15</td>
<td>165</td>
</tr>
<tr>
<td>MP 165.8 to MP 160.5</td>
<td>16</td>
<td>160</td>
</tr>
<tr>
<td>MP 160.5 to MP 155.35</td>
<td>17</td>
<td>155</td>
</tr>
<tr>
<td>MP 155.35 to MP 150.45</td>
<td>18</td>
<td>150</td>
</tr>
<tr>
<td>MP 150.45 to MP 145.5</td>
<td>19</td>
<td>145</td>
</tr>
<tr>
<td>MP 145.5 to MP 140.5</td>
<td>20</td>
<td>140</td>
</tr>
<tr>
<td>MP 140.5 to MP 135.35</td>
<td>21</td>
<td>135</td>
</tr>
<tr>
<td>MP 135.35 to MP 130.4</td>
<td>22</td>
<td>130</td>
</tr>
<tr>
<td>MP 130.4 to MP 126.4</td>
<td>23</td>
<td>126</td>
</tr>
<tr>
<td>MP 126.4 to MP 121.2</td>
<td>24</td>
<td>121</td>
</tr>
<tr>
<td>MP 121.2 to MP 116.6</td>
<td>25</td>
<td>116</td>
</tr>
<tr>
<td>MP 116.6 to MP 111.9</td>
<td>26</td>
<td>111</td>
</tr>
<tr>
<td>MP 111.9 to MP 105.9</td>
<td>27</td>
<td>105</td>
</tr>
<tr>
<td>MP 105.9 to MP 100.51</td>
<td>28</td>
<td>100</td>
</tr>
<tr>
<td>MP 100.51 to MP 96.2</td>
<td>29</td>
<td>096</td>
</tr>
<tr>
<td>MP 96.2 to MP 92.0</td>
<td>30</td>
<td>092</td>
</tr>
<tr>
<td>MP 92.0 to MP 87.0</td>
<td>31</td>
<td>087</td>
</tr>
<tr>
<td>MP 87.0 to MP 84.1</td>
<td>32</td>
<td>084</td>
</tr>
<tr>
<td>MP 84.1 to MP 78.6</td>
<td>33</td>
<td>078</td>
</tr>
<tr>
<td>MP 78.6 to MP 74.6</td>
<td>34</td>
<td>074</td>
</tr>
<tr>
<td>MP 74.6 to MP 69.6</td>
<td>35</td>
<td>069</td>
</tr>
<tr>
<td>MP 69.6 to MP 64.6</td>
<td>36</td>
<td>065</td>
</tr>
<tr>
<td>MP 64.6 to MP 59.5</td>
<td>37</td>
<td>059</td>
</tr>
<tr>
<td>MP 59.5 to MP 54.8</td>
<td>38</td>
<td>054</td>
</tr>
<tr>
<td>MP 54.8 to MP 50.2</td>
<td>39</td>
<td>050</td>
</tr>
<tr>
<td>MP 50.2 to MP 45.5</td>
<td>40</td>
<td>045</td>
</tr>
<tr>
<td>MP 45.5 to MP 40.8</td>
<td>41</td>
<td>040</td>
</tr>
<tr>
<td>MP 40.8 to MP 36.5</td>
<td>42</td>
<td>036</td>
</tr>
<tr>
<td>MP 36.5 to MP 31.7</td>
<td>43</td>
<td>031</td>
</tr>
<tr>
<td>MP 31.7 to MP 26.9</td>
<td>44</td>
<td>026</td>
</tr>
<tr>
<td>MP 26.9 to MP 22.0</td>
<td>45</td>
<td>022</td>
</tr>
<tr>
<td>MP 22.0 to MP 16.9</td>
<td>46</td>
<td>016</td>
</tr>
<tr>
<td>MP 16.9 to MP 12.0</td>
<td>47</td>
<td>012</td>
</tr>
<tr>
<td>MP 12.0 to MP 7.4</td>
<td>48</td>
<td>007</td>
</tr>
<tr>
<td>MP 7.4 to MP 2.9</td>
<td>49002</td>
<td></td>
</tr>
</tbody>
</table>
When entering the main track and integrity status is needed, a location can be called for current status using the call code. The message will give the current status of track integrity on both sides of the location and report integrity OK or Down. This call code request should be made in advance of fouling main track.

**Track Integrity Message and Train Crew Action**

Use the following table to determine crew requirements when a track integrity message is received.

<table>
<thead>
<tr>
<th>Message/Indication</th>
<th>Train Crew Action</th>
<th>Additional Instructions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Devices announces &quot;BNSF MP XXX.X Zone X integrity OK.&quot; (This message will transmit when initiated by hy-rail vehicle or response to call code)</td>
<td>Proceed.</td>
<td>None.</td>
</tr>
<tr>
<td>No announcement and indicator is dark.</td>
<td>Proceed.</td>
<td>None.</td>
</tr>
<tr>
<td>Device announces &quot;BNSF MP XXX.X Zone X integrity Down.&quot;</td>
<td>Proceed at restricted speed with leading wheels to end of Zone, not exceeding 20 MPH until entire train clears Zone. Not required when notified by train dispatcher or signal maintainer that device is out of service.</td>
<td>Report findings to train dispatcher.</td>
</tr>
<tr>
<td>Incomplete Message</td>
<td>Proceed. Enter call code for next location. (Note: Zone train currently occupies will be reported Down, no restriction for occupied Zone due to this announcement.)</td>
<td>Report to train dispatcher.</td>
</tr>
<tr>
<td>White track integrity warning indicator is flashing on housing at the Zone sign.</td>
<td>Immediately reduce to restricted speed until leading wheels reach end of zone, not exceeding 20 MPH until entire train clears Zone. Not required when notified by train dispatcher or signal maintainer that device is out of service.</td>
<td>Report findings to train dispatcher.</td>
</tr>
</tbody>
</table>

**6. FRA Excepted Track**

**La Junta** 101—111

**7. Special Conditions**

**Auxiliary Tracks**

<table>
<thead>
<tr>
<th>Station</th>
<th>Milepost</th>
<th>Length</th>
<th>Switch Opens</th>
<th>Track No. or Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Springfield</td>
<td>173.1</td>
<td>2,000</td>
<td>South</td>
<td>9504</td>
</tr>
<tr>
<td>Etter</td>
<td>64.0</td>
<td>3,400</td>
<td>Both</td>
<td>3637</td>
</tr>
<tr>
<td>Etter</td>
<td>64.0</td>
<td>3,300</td>
<td>Both</td>
<td>3638</td>
</tr>
<tr>
<td>Etter</td>
<td>64.0</td>
<td>2,100</td>
<td>Both</td>
<td>3642</td>
</tr>
<tr>
<td>Dumas</td>
<td>52.1</td>
<td>3,600</td>
<td>Both</td>
<td>3611</td>
</tr>
<tr>
<td>Bautista</td>
<td>41.3</td>
<td>3,350</td>
<td>Both</td>
<td>3610</td>
</tr>
<tr>
<td>Marsh</td>
<td>27.2</td>
<td>3,900</td>
<td>Both</td>
<td>3603</td>
</tr>
</tbody>
</table>

**Close Track Centers/Close Clearance**—Close Track Centers - Do not ride the side of equipment on the following tracks unless the adjacent tracks are known to be clear:

- **Boise City Yard**
  - Tracks 5909 through 5913
- **Dumas**
  - Tracks 3615 and 3616
- **La Junta Yard**—No loaded coal trains or loaded unit grain trains are to be yarded on any track in La Junta Yard, except track 197. Leave all switches lined for track 197 when not in use.
- Trains must clear all crossings before stopping to change crews. Outbound crews will inspect and sign all locomotive daily inspection cards including those on DP units.

**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 (South), 7490 (North)
- Ruxton ........................................1301 (South)
- Harbord ......................................8601 (South)
- Springfield ................................9506 (South)
- Bisonte .....................................6201 (South)
- Campo ........................................5201 (South)
- Boise City ..................................Yard Track (Both)
- Kerrick ......................................3692 (South)
- Stratford ....................................3684 (South)
- Lautz ...........................................3680 (South)
- Etter .........................................3639 (North), 3648 (South)
- Dumas ........................................3616 (South)
- Marsh ........................................3603 (Both)
- Juilliard ....................................3601 (Both)

**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.

**Trains over 100 TOB**—Trains over 100 TOB may not operate on the following sidings: Boise City and Stratford.

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

**Test Miles**—Test Mile Locations:
- MP 547.0 to MP 546.0
- MP 78.0 to MP 77.0

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Boise City Subdivision. Refer to Item 21 of the System Special Instructions.
Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
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

Calling Signals—When a train passes a signal displaying APPROACH indication the conductor must transmit the following information by radio:
- Train identification (initials, engine number and direction)
- (Signal Name) location on (track) at (speed) MPH

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

Example of Transmission: BNSF 9373 West - Approach on Main 1 MP 95.0 at 50 MPH out.
Main Track designation is not required when operating in Single Track territory.

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Mile Post Location</th>
<th>Capacity Cars</th>
<th>Switch Opens</th>
</tr>
</thead>
<tbody>
<tr>
<td>Margaret - BO Setout Trk.</td>
<td>226.1</td>
<td>15</td>
<td>South</td>
</tr>
<tr>
<td>Ruxton</td>
<td>212.9</td>
<td>25</td>
<td>South</td>
</tr>
<tr>
<td>Harbord</td>
<td>180.9</td>
<td>7</td>
<td>South</td>
</tr>
<tr>
<td>Manter Industrial Spur</td>
<td>172.0</td>
<td>3.97 miles</td>
<td>South</td>
</tr>
<tr>
<td>Bisonte</td>
<td>162.5</td>
<td>35</td>
<td>South</td>
</tr>
<tr>
<td>Castenada</td>
<td>135.0</td>
<td>35</td>
<td>South</td>
</tr>
<tr>
<td>CV Industrial Spur</td>
<td>121.2</td>
<td>4.4 miles</td>
<td>South</td>
</tr>
<tr>
<td>James R. Lovell</td>
<td>82.8</td>
<td>27</td>
<td>South</td>
</tr>
<tr>
<td>Lautz</td>
<td>75.1</td>
<td>30</td>
<td>South</td>
</tr>
<tr>
<td>Triangle Grain Co.</td>
<td>61.9</td>
<td>12</td>
<td>South</td>
</tr>
<tr>
<td>Machovec Industrial Spur</td>
<td>57.8</td>
<td>306</td>
<td>North</td>
</tr>
<tr>
<td>Farmers Grain Co.</td>
<td>57.5</td>
<td>6</td>
<td>South</td>
</tr>
</tbody>
</table>
Inside/outside hostlers when communicating with yardmasters.

Channel 39 is to be used by industry jobs/inbound/outbound crews. Channel 66 is used on Main Track, and also on Coal 1 and Coal 2. Channel 76 is to be used when their train is on other than main track or Coal 1 and Coal 2. Channel 78 is to be used when their train is on other than main track or Coal 1 and Coal 2. Channel 79 is to be used for Sterling switching operations.

Radio Channel No. 54 in service MP 112.5 to MP 115.0.
Radio Channel No. 39 in service for Sterling switching operations.
Radio Channel No. 13 in service Sterling to Brush Center.
Radio Channel No. 66 in service Brush Center to 20th Street.
Radio Channel No. 76, 78 and 79 in service at Denver.
Radio Channel No. 79 in service Switching Yard (31st and 38th Streets) unless instructed by yardmaster.
Radio Channel No. 78 in service as Yard Informational Channel including all BNSF crew haulers and contract drivers.
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 No. 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.

Train Dispatcher Telephone Numbers
(817) 234-6052, Fax (817) 234-6073
UPRR Dispatcher
(800) 726-1178

1. Speed Regulations

1(A). Speed—Maximum

<table>
<thead>
<tr>
<th>MP 57.7 to MP 138.6 (Up Trackage)</th>
<th>50 MPH</th>
</tr>
</thead>
<tbody>
<tr>
<td>MP 138.6 to MP 150.0</td>
<td>60 MPH</td>
</tr>
<tr>
<td>MP 453.2 to MP 542.1</td>
<td>79 MPH</td>
</tr>
<tr>
<td>79 MPH</td>
<td>60 MPH</td>
</tr>
<tr>
<td>Trains 100 TOB and over</td>
<td>50 MPH</td>
</tr>
<tr>
<td>Empty coal trains</td>
<td>60 MPH</td>
</tr>
</tbody>
</table>

1(B). Speed—Permanent Restrictions

UP MP 56.1 to UP MP 59.1 | 20 MPH |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>MP 149.8 to MP 150.0</td>
<td>20 MPH</td>
</tr>
<tr>
<td>East Brush to Brush Jct.</td>
<td>35 MPH</td>
</tr>
<tr>
<td>Crossover MP 150.0 to MP 454.9</td>
<td>20 MPH</td>
</tr>
<tr>
<td>Brush Center</td>
<td>20 MPH</td>
</tr>
<tr>
<td>MP 454.9 to MP 456.5 Track 1</td>
<td>20 MPH</td>
</tr>
<tr>
<td>MP 506.0 to MP 506.7</td>
<td>65 MPH</td>
</tr>
<tr>
<td>MP 535.3 to MP 537.2 (Eastward trains)</td>
<td>40 MPH</td>
</tr>
<tr>
<td>Over UP Crossing MP 537.3</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 537.4 to MP 539.6</td>
<td>30 MPH</td>
</tr>
<tr>
<td>Signal MP 539.6 to MP 541.2</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 541.2 to MP 541.5</td>
<td>10 MPH</td>
</tr>
<tr>
<td>MP 541.5 to MP 541.7, MT1 and MT 2</td>
<td>20 MPH</td>
</tr>
<tr>
<td>Through Denver Union Terminal Limits</td>
<td>10 MPH</td>
</tr>
<tr>
<td>Passenger trains Denver Union Terminal</td>
<td>10 MPH</td>
</tr>
<tr>
<td>31st Street yard via passenger lead</td>
<td>10 MPH</td>
</tr>
</tbody>
</table>

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

Sterling, on UP siding | 10 MPH |
| 10 MPH |
| When leaving Pawnee Power Plant MP 458.76 | 5 MPH |
| Ft. Morgan, on siding | 10 MPH |
| Denver, Coal 1 and Coal 2 | 20 MPH |

Temperature Speed Restrictions

Hot Weather—When the temperature exceeds 90 degrees Fahrenheit, do not exceed the following speeds between MP 59.1 and MP 81.0:
Trains 90 TOB and over | 30 MPH |

See Item 1 of the System Special Instructions for additional speed restrictions.
2. **Bridge and Equipment Weight Restrictions**

   **Maximum Gross Weight of Car**
   - 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, Louisburg Elevator, GW Sugar Factory
   - All Keenesburg Industry Tracks—Only four axle locomotives can be used for switching.

3. **Type of Operation**

   **CTC**—in effect:
   - MP 138.6 to MP 541.2
   - MP 541.5 to MP 542.1

   **Multiple Main Tracks**—in effect:
   - MP 541.5 to MP 542.1

   **ABS**—in effect:
   - MP 59.1 to MP 81.1

   **TWC**—in effect:
   - MP 59.1 to MP 81.1

   **Sterling**—Westward BNSF and UP trains will receive General Track Bulletins at Sterling. To report clear on a track warrant at CTC Union, a crew member must contact the Subdivision train dispatcher.

   **Union**—Eastward BNSF and UP trains must contact the Angora Subdivision train dispatcher via Radio Channel 13 prior to arrival at Union. A crew member must obtain authority before leaving CTC Union.

   **Yard Limits**—in effect:
   - MP 56.1 to MP 59.1

   **Restricted Limits**—in effect:
   - Sterling—MP 112.1 (Angora Subdivision) to MP 115.1.

   On the NKCR from the switch on the UPRR main track at MP 57.5 (BNSF MP 229.4) to MP 225.9 on the NKCRR. This territory is the responsibility of BNSF. The territory east of MP 225.9 is the responsibility of NKC Railnet.

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

   **Rule 5.8.2, Sounding Whistle—Quiet Zone Locations**—Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.
   - Location: Milepost:
     - 88th Ave.  MP 532.65
     - 80th Ave.  MP 534.03
     - 72nd Ave.  MP 535.34

   **Rule 6.19**—When flagging is required, the 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 6.35**—The normal position of main track switches does not apply at Sterling. Main track switches may be left lined as last used; however, they must be locked at the main track switch located at MP 113.67, main track to Coal 2 and at MP 113.75, main track to Coal 1. This switch may be left lined and locked as last used; however it must be locked. Trains must approach these switches expecting to find these switches lined against their movement.

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

   **A. Protecting bridges, tunnels or other structures:** None

   **B. Other TWD locations**
   - MP 144.4—Recall Code 268, Radio Channel 13
   - 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**

   **Close Track Centers/Close Clearance**—Close Track Centers - Do not ride the side of equipment on the following tracks unless the adjacent tracks are known to be clear:
   - **Sterling Yard**
     - Track 106
   - **Brush Yard**
     - Track 103, 104 and 105
   - **Denver**
     - Tracks 0101 thru 0110, 0124 thru 0130, 0145 and 0146

   **Sterling**—Crews that deliver train C-BAMWAG to the NKCR must report work via VTR or by calling Field Support at 817-593-7640. The NKCR may be contacted at 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.

   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.

   **Sterling to Denver**—BNSF and UP trains and engines will use joint trackage and will be governed by BNSF Timetable and System Special Instructions.
PAP (Pawnee Junction Power Plant)—The Pawnee Power Plant has installed a private lock on the north access gate. All crews handling PAP coal trains to Pawnee Junction Utility are required to contact the plant on Channel 66 from Brush MP 454.9, advising them of your location so they can unlock the gate.

Crews handling empty coal trains from Pawnee Junction must ensure from the tower that the gate is unlocked and open prior to their departure.

Report arrival at the utility using voice train reporting (VTR). The arrival time is when the wheels of the lead locomotive leave the main track at MP 458.

The head end power on Pawnee must remain attached to the train during unloading operations. After manually spoting the head 3 cars, the crew must go to the dumper control/lunch room and remain there until unloading operations are complete. In the event that it is necessary to manually spot each car, the conductor will remain in the dumper control room to work with the dumper operator and transmit instructions to the engineer via the radio.

The rear DP unit must be cut off and left outside the dumper prior to the last car being unloaded. After the entire train has been unloaded, re-attach the DP locomotive and ensure the locomotive appliances, i.e. sun visors, etc. will clear while passing through the dumper.

Crews handling coal trains into Pawnee Power Plant must report train departure time using voice train reporting (VTR) when the wheels of the lead locomotive enter the main track.

Bad orders should be reported using the voice train reporting (VTR) and notification of the Mechanical Desk. The Mechanical Desk can be contacted using the VTR by staying online after reporting the bad order and responding “no” when asked “have you notified the Mechanical Desk?”

If there are any further questions or concerns in regards to operations, contact the utility at 970-842-1230. If the utility cannot be reached then the conductor should request help from Field Support.

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 36 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 hand brake must be applied at each end of each cut of cars spotted in the auto facility and whenever necessary to maintain correct distance between cars spotted.

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.

Denver Car Shop—Locomotive bell will be rung continuously while operating on Tracks 120 and 124 adjacent to 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 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 UPPR 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.

Denver 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.

Yardmasters will be responsible to ensure the application and removal of the protection at both ends of the tracks.

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.

Remote Control Zone—Remote Control Zones (RCZ) have been established at Denver Yard:

RCZ A - 38th Street: Established at North Lead from 250 ft. west of the eastbound controlled signal to the clearance point of the North Lead / South Lead crossover at MP 540.

RCZ B - Established west from limits of RCZ A to 38th Street Tower on North and Middle Leads with access to tracks 124 through 148. Remote Control signs located at 38th Street Yardmaster Tower and East end Scale Track will govern movements entering RCZ B. RCZ A and B are under control of the 38th Street Yardmaster, and all movements concerning RCZ A and B will be governed by System Special Instructions, Item 23 (F).

Activation/Deactivation Procedure—RCZ A and B are controlled by the 38th Street Yardmaster. The Remote Control Operator must contact the appropriate Yardmaster to determine if the RCZ is activated. Such movements will be governed by System Special Instructions, Item 23 (F).

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Brush Subdivision. Refer to Item 21 of the System Special Instructions.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None.
Test Miles—Test Mile Locations:
- MP 144 to MP 145
- MP 467 to MP 468
- MP 532 to MP 533

Calling Signals—When a train passes a signal displaying APPROACH indication the conductor must transmit the following information by radio:
- Train identification (initials, engine number and direction)
- (Signal Name) location on (track) at (speed) MPH

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

Example of Transmission: BNSF 9373 West - Approach on Main 1 MP 95.0 at 50 MPH out.

Main Track designation is not required when operating in Single Track territory.

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Miles - Location</th>
<th>Capacity</th>
<th>Switch Opens</th>
</tr>
</thead>
<tbody>
<tr>
<td>84109 Old Hillrose</td>
<td>3.8 west of Union</td>
<td>30</td>
<td>East</td>
</tr>
<tr>
<td>20894 Pawnee</td>
<td>1.0 west of Pawnee Jct.</td>
<td>370</td>
<td>East</td>
</tr>
<tr>
<td>20898 Moseley</td>
<td>4.1 west of Pawnee Jct.</td>
<td>68</td>
<td>West</td>
</tr>
<tr>
<td>20899 Excel</td>
<td>5.0 west of Pawnee Jct.</td>
<td>30</td>
<td>West</td>
</tr>
<tr>
<td>20901 F. Morgan Sugar Factory</td>
<td>Ft. Morgan</td>
<td>East</td>
<td></td>
</tr>
<tr>
<td>20949 Rescar</td>
<td>0.8 east of Hudson</td>
<td>Both</td>
<td></td>
</tr>
<tr>
<td>20971 Commerce City</td>
<td>3.5 east of Irontdale</td>
<td>35</td>
<td>East</td>
</tr>
</tbody>
</table>
1. Speed Regulations

1(A). Speed—Maximum

<table>
<thead>
<tr>
<th>MP</th>
<th>Speed</th>
<th>Freight</th>
</tr>
</thead>
<tbody>
<tr>
<td>103.3-133.2</td>
<td>40 MPH.</td>
<td>50 MPH.</td>
</tr>
</tbody>
</table>

1(B). Speed—Permanent Restrictions

<table>
<thead>
<tr>
<th>MP</th>
<th>Speed</th>
<th>Freight</th>
</tr>
</thead>
<tbody>
<tr>
<td>103.3-115.0</td>
<td>25 MPH.</td>
<td>115.7-127.5</td>
</tr>
<tr>
<td>122.8-125.2</td>
<td>25 MPH.</td>
<td>125.2-133.2</td>
</tr>
</tbody>
</table>

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

Wendover—East Leg of Wye 10 MPH.

Temperature Speed Restrictions

Hot Weather—When the temperature exceeds 95 degrees Fahrenheit, do not exceed the following speeds:

<table>
<thead>
<tr>
<th>MP</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>103.3-133.2</td>
<td>40 MPH.</td>
</tr>
<tr>
<td>100 TOB</td>
<td>50 MPH.</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>MP</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>103.3-133.2</td>
<td>30 MPH.</td>
</tr>
<tr>
<td>100 TOB</td>
<td>45 MPH.</td>
</tr>
</tbody>
</table>

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 Bridger Jct. 143 tons, Restriction A.

3. Type of Operation

CTC—in effect:

<table>
<thead>
<tr>
<th>MP</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>103.3-133.2</td>
<td>2 MT:</td>
</tr>
<tr>
<td>107.8-111.7</td>
<td>118.5-122.8</td>
</tr>
</tbody>
</table>

4. General Code of Operating Rule 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:

MP 112.1—Recall Code 198

B. Other TWD locations

MP 116.6—DED—Exception Reporting
MP 120.6—DED—Exception Reporting
MP 124.7—DED—Exception Reporting
MP 131.0—Exception Reporting—Recall Code 687

6. FRA Excepted Track—None

7. Special Conditions

Wendover—The Main Track, Siding, East and West Legs of Wye, Tracks 405, 406, 497, 498 and 499 within restricted limits at Wendover are under the Jurisdiction or the Front Range Dispatcher. All other tracks, excluding the CTC Main Track within the confines of Wendover are under the Jurisdiction of the Guernsey Yardmaster.

Crews must report all set outs and pickups at Wendover utilizing VTR.

Test Mile—MP 120.0 to MP 121.0

8. Line Segments

Road Line Segments

<table>
<thead>
<tr>
<th>Name</th>
<th>Miles</th>
<th>Location</th>
<th>Cars</th>
<th>Switch Opens</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elkhorn Setout Track-697</td>
<td>1.3 miles west of East Elkhorn on MT2</td>
<td>18</td>
<td>West</td>
<td></td>
</tr>
<tr>
<td>Cassa Setout Track-597</td>
<td>0.1 miles east of W Cassa on MT2</td>
<td>10</td>
<td>East</td>
<td></td>
</tr>
</tbody>
</table>

9. Locations Not Shown as Stations

10. Grade Chart
Radio Channel No. 70 in service Bridger Jct. to Casper.
Radio Channel No. 44 in service Casper to Laurel.
Radio Channel No. 88/14 in service in Greybull Yard.
Radio Channel No. 88 in service in Casper Yard.

1. Speed Regulations

1(A). Speed—Maximum
- Freight
  MP 514.47 to MP 133.2, including trains 100 TOB and Over........................................40 MPH.

1(B). Speed—Permanent Restrictions
- MP 171.0 to MP 173.5..................................................30 MPH.
- MP 413.5 to MP 414.4..................................................30 MPH.
- MP 501.4 to MP 501.6..................................................30 MPH.
- MP 513.0 to MP 514.47..............................................25 MPH.

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

1(D). Speed—Other
All sidings........................................................................10 MPH.

Temperature Speed Restrictions

Hot Weather When temp. is 85 degrees F or greater

Subdivision | 35 | 35 | 35
--- | --- | --- | ---
Casper | Trains 100 TOB and over | Freight trains up to 100 TOB | Empty coal trains

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Bridger to Laurel.....................................................143 tons, Restriction A

Not more than one six-axle locomotive or six-axle derrick permitted on the following tracks:
- Worland—Crown Cork and Seal Track
- Himes—Georgia Pacific trackage

3. Type of Operation

TWC—in effect:
- MP 514.47 to MP 133.2

Bridger Jct.—Southward trains at Bridger Jct. must contact the Valley Subdivision Dispatcher on Channel 77 for movement on to the Canyon Subdivision.
CTC—in effect:
MP 133.2

Restricted Limits—in effect:
MP 514.47 to MP 513.2
MP 406.5 to MP 402.6
MP 206.0 to MP 196.5
MP 136.0 to MP 133.2

4. General Code of Operating Rules Items

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

Rule 6.28—MRL responsibility is from MP 514.47 to and including Laurel Yard. Rule 6.28 applies to Main Track.

Rule 8.3—The normal position of main track switches does not apply at Orin at the main track switches at MP 134.5 and at MP 135.61. Orin at the switch from the new north leg of the wye to the siding, Casper at the main track switches at MP 200.9 and at MP 202.3, or at Greybull at the main track switches at MP 403.4 and at MP 405.1.

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

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations
- MP 153.5—Recall Code 618
- MP 183.3—Recall Code 648
- MP 231.7—Recall Code 468
- MP 257.9—Recall Code 577
- MP 286.7—Recall Code 578
- MP 310.5—Recall Code 518
- MP 339.6—Recall Code 598
- MP 363.3—Recall Code 568
- MP 392.5—Recall Code 588
- MP 417.4—Recall Code 527
- MP 440.0—Recall Code 528
- MP 460.9—Recall Code 508
- MP 488.9—Recall Code 537

6. FRA Excepted Track—None

7. Special Conditions

Greybull—Cars found to be leaking product in the yard will be moved to the Rip Track for repair immediately. Remote Control Operations in effect at MP 406.5 to MP 402.6. Signs located at MP 406.5 and MP 402.6 designate the Remote Control Area at Greybull Yard.

Casper—Cars must not be left on the track serving the Black Hills Bentonite Company, MP 203.7, between the main track switch and the derail which is 529 feet north of the main track clearance point.

At Casper, prior to the departure of all northward trains destined for Greybull, the engineer or his designee must take fuel readings on all working locomotives in the consist. Locomotives of all types must have a minimum of 1500 gallons to ensure they will reach Laurel without running out of fuel. It will be the responsibility of both the engineer and the conductor to notify the Casper Subdivision Dispatcher of any locomotives with less than the minimum required fuel level (1500 gallons at Casper and 600 gallons at Greybull) sufficiently in advance of the trains arrival at Greybull so that, when necessary, arrangements can be made for a fuel truck to be standing by to minimize train delay at Greybull.

Remote Control Operations in effect at MP 206.0 to MP 196.5. Signs located at MP 206.0 and MP 196.5 designate the Remote Control Area at Casper Yard.

Piper—Southbound POS Switch at Piper is at MP 317.80.

Dave—CDJ (Dave Johnson Power Plant)—Report arrival at the utility using voice train reporting (VTR). The arrival time is when the wheels of the lead locomotive leave the Main Track at MP 171.0. When contacting the Power Plant the radio channel is 85.

For coal trains unloading counter clockwise, the coal loop switch at MP 171.0 derail must be lined for the derailing position when trains are left unattended. The following Pacific Power tracks must not be used without the authority of the train dispatcher:
- Track 1 behind 1000 feet south of the Track 1 switch
- Track 2 and Track 3 beyond the switch to the south leg of the wye
- The south leg of the wye

A switch lock has been installed on the lead switch. It is to be lined and locked for Dave Johnson movement after picking up or setting out.

Inbound crews will report spot time using VTR. Train is spotted at the sign outside and before the dump shed. Spot time is the time the train is made available to the utility, regardless of whether the utility crew is on site ready to process the train. The utility can be reached at 307-436-2130. If the utility cannot be reached then the conductor should request help from Field Support.

Report train departure time using VTR when the wheels of the lead locomotive enter the main track.

Bad orders should be reported using VTR and by notifying the Mechanical Desk. The Mechanical Desk can be contacted using the VTR by staying online after reporting the bad order and responding “no” when asked “have you notified the Mechanical Desk?”

In addition, QRS will provide a form to outbound empty trains providing the following information:
- 1000 mile air brake inspection ___ Yes (Performed) ___ Not Needed
- Locomotives Fueled ___ Yes ___ No
- Bad Order Cars set out (Listed)
- Fill cars added

Train crew must notify the Front Range Dispatcher when the first half of the train is unloaded for outbound planning purposes. Crew must let the dispatcher know if power will have to fuel and inspection will be required.

If no one from the utility can be reached then the conductor should request help from Field Support regarding arrival and departure information.

Close Track Centers/Close Clearance—Close Track Centers - Do not ride the side of equipment on the following tracks unless the adjacent tracks are known to be clear:

Greybull Yard
Tracks 104 and 141

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

Fromberg—The house track along the storage bins will not clear a man on the side of a car.

Switching Industries—At all industries, loaded cars scheduled for pickup will be inspected by ground service personnel. If any are found to be leaking, they are to be left at the plant. Report these cars as bad order, so that repairs can be made before they are picked up.
COLORADO DIVISION—No. 6—June 3, 2009—Casper Subdivision

Auxiliary Tracks—Auxiliary tracks exist at the following stations:

<table>
<thead>
<tr>
<th>Station</th>
<th>Milepost</th>
<th>Length</th>
<th>Switch Opens</th>
<th>Track No. or Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fromberg</td>
<td>493.7</td>
<td>40 Cars</td>
<td>Both</td>
<td>House</td>
</tr>
<tr>
<td>Frannie</td>
<td>458.9</td>
<td>56 Cars</td>
<td>Both</td>
<td>N. Siding</td>
</tr>
<tr>
<td>Deaver</td>
<td>452.9</td>
<td>4044</td>
<td>Both</td>
<td>3115</td>
</tr>
<tr>
<td>Cowley</td>
<td>447.2</td>
<td>4447</td>
<td>Both</td>
<td>3110</td>
</tr>
<tr>
<td>Lovell</td>
<td>441.7</td>
<td>35 Cars</td>
<td>Both</td>
<td>S. House</td>
</tr>
<tr>
<td>Lovell</td>
<td>441.7</td>
<td>27 Cars</td>
<td>Both</td>
<td>Team Trk.</td>
</tr>
<tr>
<td>Hines</td>
<td>422.0</td>
<td>3616</td>
<td>Both</td>
<td>3030</td>
</tr>
<tr>
<td>Basin</td>
<td>396.2</td>
<td>15 Cars</td>
<td>Both</td>
<td>House Trk.</td>
</tr>
<tr>
<td>Basin</td>
<td>396.2</td>
<td>12 Cars</td>
<td>Both</td>
<td>Back Trk.</td>
</tr>
<tr>
<td>Worland</td>
<td>368.4</td>
<td>32 Cars</td>
<td>Both</td>
<td>W. House</td>
</tr>
<tr>
<td>Worland</td>
<td>368.4</td>
<td>39 Cars</td>
<td>Both</td>
<td>E. House</td>
</tr>
<tr>
<td>Worland</td>
<td>368.4</td>
<td>32 Cars</td>
<td>Both</td>
<td>S. Siding</td>
</tr>
<tr>
<td>Minnesela</td>
<td>331.7</td>
<td>2687</td>
<td>Both</td>
<td>4140</td>
</tr>
<tr>
<td>Dornick</td>
<td>323.2</td>
<td>4345</td>
<td>Both</td>
<td>4130</td>
</tr>
<tr>
<td>Madden</td>
<td>273.8</td>
<td>3660</td>
<td>Both</td>
<td>4060</td>
</tr>
<tr>
<td>Clayton</td>
<td>171.0</td>
<td>20 Cars</td>
<td>North</td>
<td>Clayton</td>
</tr>
<tr>
<td>Clayton</td>
<td>171.0</td>
<td>25 Cars</td>
<td>South</td>
<td>Clayton</td>
</tr>
<tr>
<td>Douglas</td>
<td>148.8</td>
<td>6 Cars</td>
<td>North</td>
<td>Equip. Trk.</td>
</tr>
</tbody>
</table>

Test Mile—Test Mile Locations:
MP 193.0 to MP 194.0
MP 214.0 to MP 215.0
MP 385.0 to MP 386.0

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 139.0 to MP 146.0
MP 163.0 to MP 171.0
MP 175.0 to MP 187.0
MP 224.0 to MP 225.0
MP 243.0 to MP 261.0
MP 271.0 to MP 304.0
MP 318.0 to MP 336.0
MP 373.0 to MP 377.0
MP 381.0 to MP 386.0
MP 396.0 to MP 400.0
MP 405.0 to MP 427.0
MP 434.0 to MP 438.0
MP 483.0 to MP 484.0

Track Warrant - Protect Open Switch (POS)—Protect Open Switch is in effect on this subdivision. Refer to item 15 of the System Special Instructions.

Calling Signals—When a train passes a signal displaying APPROACH indication the conductor must transmit the following information by radio:
- Train identification (initials, engine number and direction)
- (Signal Name) location on (track) at (speed) MPH

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

Example of Transmission: BNSF 9373 West - Approach on Main 1 MP 95.0 at 50 MPH out.

Main Track designation is not required when operating in Single Track territory.

8. Line Segments
Yard Line Segments
Line Segment Limits
717 .......... Greybull
894 .......... Casper

Road Line Segments
Line Segment Limits
5 .......... Bridger Jct. to Laurel, MP 133.2 to MP 514.51

9. Locations Not Shown as Stations

<table>
<thead>
<tr>
<th>Name</th>
<th>Miles - Location</th>
<th>Capacity Feet</th>
<th>Switch Opens</th>
</tr>
</thead>
<tbody>
<tr>
<td>32167</td>
<td>Orin / Back Track</td>
<td>Orin</td>
<td>1,400</td>
</tr>
<tr>
<td>32207</td>
<td>Dave 2 Tracks</td>
<td>1.6 north of Clayton</td>
<td>6,000</td>
</tr>
<tr>
<td>32269</td>
<td>Sodium</td>
<td>11.3 north of Bucknam</td>
<td>480</td>
</tr>
<tr>
<td>32318</td>
<td>Lysite</td>
<td>10.1 north of Madden</td>
<td>1,653</td>
</tr>
<tr>
<td>32405</td>
<td>Coors</td>
<td>2.5 north of Worland</td>
<td>1,417</td>
</tr>
<tr>
<td>32446</td>
<td>Stucco</td>
<td>7.7 north of Greybull</td>
<td>2,465</td>
</tr>
<tr>
<td>32468</td>
<td>Baroid 2 Tracks</td>
<td>2.0 north of Kane</td>
<td>3,500</td>
</tr>
<tr>
<td>32473</td>
<td>Quality 2 Tracks</td>
<td>7.0 north of Kane</td>
<td>1,880</td>
</tr>
<tr>
<td>32479</td>
<td>Sage Creek Spur</td>
<td>2.4 north of Lovell</td>
<td>1,200</td>
</tr>
<tr>
<td>32500</td>
<td>Rock Track</td>
<td>Limestone</td>
<td>2,950</td>
</tr>
<tr>
<td>32534</td>
<td>Edgar</td>
<td>5.9 north of Fromberg</td>
<td>2,414</td>
</tr>
</tbody>
</table>
10. Grade Chart
Radio Channel No. 70 in service.

Test Mile Locations
WWD MP 5.0—MP 6.0
EWD MP 38.0—MP 37.0

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Line Segments
Road Line Segments
Line Segment Limits Mileposts
330 .......... Frannie to Cody .......... 0.8 to 42.7

9. Locations Not Shown as Stations

10. Grade Chart
2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Michelangelo’s Weight of Car ........................................... 143 tons, Restriction A

3. Type of Operation

TWC—in effect:

MP 454.2 to MP 417.6
MP 417.5 to MP 338.0

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 335.4 to MP 334.9

Yard Limits—in effect:

MP 340.1 to MP 338.0

Restricted Limits—in effect:

MP 419.2 to MP 417.6
MP 417.5 to MP 415.5

Before entering the main track within restricted limits at Dalhart, trains and engines must contact the dispatcher (DS 57) to ascertain if there are any approaching trains.

MP 338.0 to MP 335.4

Before entering or moving within these limits, communicate with the yardmaster for instructions.

Manual Interlockings Not Controlled by BNSF—

Location Controlling Railroad

MP 417.5 UP

All movements through UP interlocking must be with the authority of the UP Control Operator or by signal indication.

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).
7. Special Conditions

Auxiliary Tracks—

<table>
<thead>
<tr>
<th>Station</th>
<th>Milepost</th>
<th>Length</th>
<th>Switch Opens</th>
<th>Track No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dalhart</td>
<td>417.9</td>
<td>7,900</td>
<td>Both</td>
<td></td>
</tr>
<tr>
<td>Hartley</td>
<td>403.7</td>
<td>6,900</td>
<td>Both</td>
<td></td>
</tr>
</tbody>
</table>

Close Track Centers/Close Clearance—Close Track Centers - Do not ride the side of equipment on the following tracks unless the adjacent tracks are known to be clear:

Dalhart
Tracks 4101, 4102 and 4105

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.

Locomotive watering location is MP 453.2 north of the depot. Access is off of track 4602 only.

Dalhart—Alternate radio channel 66 in use by Dalhart Road Switcher.

Sweetbran – Cargill—Before departing Amarillo on G EDYDT5 call 806-244-0112 EXT. 25 for spotting instructions from the control room.

Drag loaded train into the inside loop track and the 2 south switch all the way around to the clearance point at the 2 west switch. Pull head and power and DP power off loaded train. Attach to empties in the outside loop track via the 3 south switch. Contact dispatcher before departing plant back into restricted limits.

VTR all cars to 4112 track at Dalhart

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, North Switch 4198 Dalhart, Hartley, Channing, Tascosa, Boden, and Gentry.

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.

Test Miles—Test mile locations:
MP 353.0 to MP 352.0
MP 447.5 to MP 446.5

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
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

Calling Signals—When a train passes a signal displaying APPROACH indication the conductor must transmit the following information by radio:
• Train identification (initials, engine number and direction)
• (Signal Name) location on (track) at (speed) MPH

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

Example of Transmission: BNSF 9373 West - Approach on Main 1 MP 95.0 at 50 MPH out.

Main Track designation is not required when operating in Single Track territory.

8. Line Segments

Yard Line Segments

<table>
<thead>
<tr>
<th>Line Segment</th>
<th>Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>493 ..........</td>
<td>Bushland Pocket switch to End of Track is 7000 feet.</td>
</tr>
</tbody>
</table>

Road Line Segments

<table>
<thead>
<tr>
<th>Line Segment</th>
<th>Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>485 ..........</td>
<td>Texline to Amarillo</td>
</tr>
</tbody>
</table>

9. Locations Not Shown as Stations

<table>
<thead>
<tr>
<th>Name</th>
<th>Milepost Location</th>
<th>Capacity Cars</th>
<th>Switch Opens</th>
</tr>
</thead>
<tbody>
<tr>
<td>40767 Ware</td>
<td>431.2</td>
<td>15</td>
<td>South</td>
</tr>
</tbody>
</table>

10. Grade Chart
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 is to be used by inside/outside hostlers when communicating with yardmasters.

Radio Call-In

<table>
<thead>
<tr>
<th>Route</th>
<th>Destinations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Longmont</td>
<td>Berthoud, Ft. Collins</td>
</tr>
<tr>
<td>Cheyenne</td>
<td>Horse Creek, Farthing</td>
</tr>
<tr>
<td>Chugwater</td>
<td>Wheatland, Wendover</td>
</tr>
<tr>
<td>Denver</td>
<td>Golden, Broomfield</td>
</tr>
</tbody>
</table>

Emergency - Call 911

Train Dispatcher Telephone Number

0530—2130: (817) 234-6054, Fax (817) 234-6075
2130—0530: (817) 234-6055, Fax (817) 234-6076
Brush Dispatcher—(817) 234-6052, Fax (817) 234-6073
UPRR Moffat Subdivision dispatcher—(402) 636-1658

1. Speed Regulations

1(A). Speed—Maximum

<table>
<thead>
<tr>
<th>Freight</th>
<th>Trains 100 TOB and over</th>
</tr>
</thead>
<tbody>
<tr>
<td>MP 240.8—to MP 0.0</td>
<td>49 MPH.</td>
</tr>
</tbody>
</table>

1(B). Speed—Permanent Restrictions

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 MPH.</td>
<td>MP 238.0 to MP 227.0.</td>
</tr>
<tr>
<td>40 MPH.</td>
<td>MP 217.5 to MP 213.5.</td>
</tr>
<tr>
<td>30 MPH.</td>
<td>MP 211.3 to MP 206.8.</td>
</tr>
<tr>
<td>40 MPH.</td>
<td>MP 165.3 to MP 146.8.</td>
</tr>
<tr>
<td>40 MPH.</td>
<td>MP 146.8 to MP 143.2.</td>
</tr>
<tr>
<td>40 MPH.</td>
<td>MP 132.0 to MP 130.4.</td>
</tr>
<tr>
<td>40 MPH.</td>
<td>MP 110.6 to MP 110.1.</td>
</tr>
<tr>
<td>40 MPH.</td>
<td>MP 105.7 to MP 99.6.</td>
</tr>
<tr>
<td>20 MPH.</td>
<td>MP 78.5 to MP 74.7.</td>
</tr>
</tbody>
</table>

1(C). Speed—Switches and Turnouts

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 MPH.</td>
<td>Northward trains from Prospect Street MP 72.8 until</td>
</tr>
<tr>
<td></td>
<td>entire train has passed North College Avenue MP 74.7.</td>
</tr>
<tr>
<td>30 MPH.</td>
<td>MP 72.8 to MP 68.8.</td>
</tr>
<tr>
<td>25 MPH.</td>
<td>MP 62.0 to MP 58.3.</td>
</tr>
<tr>
<td>25 MPH.</td>
<td>MP 54.7 to MP 53.7.</td>
</tr>
<tr>
<td>40 MPH.</td>
<td>MP 49.8 to MP 45.8.</td>
</tr>
<tr>
<td>40 MPH.</td>
<td>MP 32.1 to MP 27.0 (HER)</td>
</tr>
<tr>
<td>25 MPH.</td>
<td>MP 27.0 to MP 13.7.</td>
</tr>
<tr>
<td>25 MPH.</td>
<td>MP 6.5 to MP 4.0.</td>
</tr>
<tr>
<td>10 MPH.</td>
<td>Broomfield to Lafayette</td>
</tr>
<tr>
<td>10 MPH.</td>
<td>Longmont to Barnett</td>
</tr>
<tr>
<td>10 MPH.</td>
<td>Junction Switch to Price Crossing, Price St. Xing</td>
</tr>
</tbody>
</table>

1(D). Speed—Other

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 MPH.</td>
<td>Through Denver UD limits</td>
</tr>
</tbody>
</table>

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 not permitted on tracks 0525 (Old Main), 0515 (GWR lead) and tracks 0501, 0502 and 0503 in East Yard.

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:
- MP 240.8 to MP 3.4

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:
- MP 240.7 to MP 238.0
- MP 122.6 to MP 117.6
- MP 45.8 to MP 41.3
- MP 4.0 to MP 1.0

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 the Brush and the Pikes Peak subdivisions, all train and engine movements are 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 are in effect at Prospect Jct. Movement through Prospect Jct. will be under the control of the Brush dispatcher.

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

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

Before proceeding south from Prospect Jct. on BNSF trackage, both UP and BNSF crews must obtain permission from the 31st Street yardmaster.

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

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

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

Rule 8.3—At Rennick and Wendover Rule 8.3 does not apply. Main track switches may be left lined as last used. Trains must approach these switches expecting to find them lined against their movement. At Rennick the main track switch at MP 3.0 must be locked.

Rule 8.3 is in effect at Cheyenne for the main track switches at MP 119.2, MP 119.3 and at MP 120.3. Trains must approach these switches expecting to find them lined against their movement.

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

**Close Track Centers/Clearance**—Close Track Centers - Do not ride the side of equipment on the following tracks unless the adjacent tracks are known to be clear:

- **Denver**
  - Bio Energy - Tracks 1320 and 1321
  - Aschat Chemical - Tracks 1341, 1342, 1343 and 1344
  - Storage Track - Track 1315

- **Wendover**—The Main Track, Siding, East and West Legs of Wye, Tracks 405, 406, 497, 498 and 499 within restricted limits at Wendover are under the jurisdiction of the Front Range Dispatcher.

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

- **Moba**—MOL Laramie River Power Plant:
  - Report arrival at the utility using voice train reporting (VTR).
  - The arrival time is when the wheels of the lead locomotive leave the main track at MP 220.

  Inbound crews will report spot using VTR. Train is spotted at the sign outside the dump shed. Spot time is the time the train is made available to QRS, regardless of whether a QRS crew is onsite to take over the train.

- **Quality Rail Service (QRS) employees unload the unit coal trains at Laramie River Power Station.**
  - Train crew is to notify QRS or the operator of the train at the stop sign outside the rotary dumper. When QRS employees assume control of the train at the dumper immediately upon arrival, BNSF crews are not required to secure the train. In the event QRS is not available to assume control of the train, BNSF crews must secure the train. QRS is responsible for train movements inside the Laramie River Power Station and BNSF crew members are governed by their instructions. Train crew is to de-board train at the crossing or the stop sign at the dumper depending on whether there is another train in the plant. The crew van will shadow the crew to the Moba switch and then take the conductor inside the plant after he lines the derail to derailing position and restores the main line switch to normal position.

  BNSF crews must contact the Front Range dispatcher and provide the location of the train(s) inside the Laramie River Power Plant.

  When the outbound crew arrives the plant, they must check with plant office to determine if the train is released prior to departing the plant. Plant personnel will check with QRS personnel to determine if all work is completed and blue flags are removed. If so, the plant will release the train to the BNSF crew to depart. The BNSF crew must not move the train or depart until the plant personnel releases the train to them.

  Report train departure time using VTR when the wheels of the lead locomotive enter the main track.

In addition, QRS will provide a form to outbound empty trains providing the following information:

- 1000 mile air brake inspection _Yes_ (Performed) _No_ Not Needed
- Locomotives Fueled _Yes_ _No_
- Bad Order Cars set out (Listed)
- Fill cars added

After fill cars are added or bad order cars are set out, conductors on empty Moba trains must call VTR and report all work performed in order to maintain an accurate train list. Bad Orders should be reported using the VTR and by notifying the Mechanical Desk. The Mechanical Desk can be contacted using the VTR by staying online after reporting the bad order and responding “no” when asked “have you notified the Mechanical Desk?”. When on plant property and outside the cab of the locomotive where hard hat protection is required, hard hats must be worn. If you are in an area where hard hat protection is required, the plant will furnish hard hats.

If the utility cannot be reached then the conductor should request help from Field Support.

- **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.

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

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

- **Cheyenne**—Begin ACS test loop and end ACS test loop signs are located on track 4301 on the downtown lead.

  Southbound trains must not proceed south of Roundtop Road, MP 122.43, without permission from the Warren Air Force Base Security Police. Northbound trains or yard movements must not proceed north of the Interstate 25 overpass without permission. Contact the dispatcher to obtain the required authority to proceed.

  When making movement on the 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.

  The solar switch at MP 120.38 may be thrown by push button or by radio. This switch uses radio channel 76. Enter 12011 for normal position and enter 12033 for reverse position. There is also a push button on the switch to throw it normal or reverse.

  You will be governed by the signal on the switch for which direction you will go, green for normal switch and yellow for reverse switch movement. There is a track circuit in front of and behind the switch that once it is occupied it will not allow the switch to be thrown. This is not a variable switch. Do not run through this switch.

  When trains are yarded at Cheyenne for later departure and it is necessary to double a portion of the train to another track, the crew making the double over must place the power back to the larger portion of the train and recharge the air system leaving the air brakes set. This will eliminate the necessity of making a walking inspection of the entire train when preparing to depart.

- **Norfolk**—The siding must be used for northward train movement only, switching moves excepted.
PPR Platte River Junction—Crews handling PPR coal trains to Platte River utility are required to report arrival at the utility using voice train reporting (VTR). The arrival time is when the wheels of the lead locomotive leave the main track at MP 96.7. Train crew will spot and unload the first three cars.

Before dumping train with the positioning arm, place the remote DP locomotive in ISOLATE on the DP control screen. In addition, the isolation switch on the remote DP locomotive must be placed in ISOLATE. This will prevent the remote DP locomotive from loading during dumping operations. Power Plant personnel will provide transportation to and from the remote DP locomotive.

The rear DP unit must be cut off and left outside the dumper prior to the last car being unloaded. After the entire train has been unloaded, DP locomotive will be reattached.

Report train departure time using voice train reporting (VTR) when the wheels of the lead locomotive enter the main track.

Bad orders should be reported using the voice train reporting (VTR) and notification of the Mechanical Desk. The Mechanical Desk can be contacted using the VTR by staying online after reporting the bad order and responding “no” when asked “have you notified the Mechanical Desk?”.

In addition, QRS will provide a form to outbound empty trains providing the following information:
- 1000 mile air brake inspection ___ Yes (Performed) ___ Not Needed
- Locomotives Fueled ___ Yes ___ No
- Bad Order Cars set out (Listed)
- Fill cars added

Train crew must notify QRS after the first half of the train is unloaded to fuel power if needed. After the train is completely unloaded, QRS will fuel the head end power and then pull the train forward to fuel the DP power. At this time QRS will start the mechanical inspection. When QRS starts the mechanical inspection the train crew must notify the Front Range dispatcher for planning purposes of calling the outbound crew at Cheyenne.

If no one from the utility can be reached then the conductor should request help from Field Support regarding arrival and departure information.

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.

Train indicator and vehicular traffic lights have been installed on Great Western Spur at Lincoln Street Crossing, MP 0.02 and Cleveland Street Crossing, MP 0.015. 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—A track scale has been installed on the Coors Elevator track 635 feet from the switch off the siding. There are no dead rails protecting the scale. All locomotives are restricted from operating over the track scale.

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

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

The main track switch to Barnett is at MP 43.5.

When departing from Longmont, the cars destined to McClellan must have the “Unload from Other side” placard on the south or east side.

In the east yard all tracks that have up to 10 cars must have four (4) cars with hand brakes applied. Any tracks with more than 10 cars, be governed by the Air Brake and Train Handling Rule 104.14.

Northward trains must set out in the east yard unless otherwise instructed.

Lyons Industrial Spur—A switch point derail is 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.

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

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

Spotting 1st Half of Valmont Coal Train:

Coming North out of Denver, secure the rear portion of your train 8 cars south of the 63rd Street road crossing. Be sure to apply sufficient amount of handbrakes to leave train on main line. Cut away with 55 cars on the head end and spot the plant. Spot the “flat tracks” first (2, 3 and 8), and keep 1 track clear.

- 2 Track - Spot no more than 7 cars.
- 3 Track - Spot no more than 10 cars.
- 8 Track - Spot up to 14 cars.

After spotting the short tracks, spot 6 and 7 track:

- 6 Track - Spot 7 cars with north car being on top of grate.
- 7 Track - Spot 7 cars with north car being on top of grate, then make a 1 car separation and secure the remaining cars on the north end of 7 track.

After spotting 1st half of train, return to your train on the mainline just south of 63rd St and pull it down the Stazio Lead.

Leave the DP engine and 17 cars on the Stazio Lead, then pull rest of train into the Stazio siding and secure on the north end short of the DERAIL.

Cut lead power off the north end and run back down to the 17 Cars and DP engine left on Stazio Lead and tie it back on to the train in the siding leaving the power in the middle of the train.

VTR Report at this point showing cars in plant spotted to 156 Track and cars on Stazio Siding on 140 Track.
Spotting 2nd Set of Valmont Coal Train:
Crew out of Denver will need to be dropped off at Stazio where the power and loaded coal cars are located. Prior to departing Denver, it is the crew’s responsibility to get a fully charged ETD. Separate the train from where the engines are in the middle of the cars, and shove the 17 cars and DP motor into the plant and set out the DP motor on 9 Track where the empty cars are located.

- Spot next 17 cars to 2 and 3 track as listed above.
- Air test all the empty coal cars on 6, 7, 8 tracks.
- Double power over to 9 Track where DP was placed. Do an air test on 9 track then double all the empty cars up and deliver to Boulder siding. Secure the empties in Boulder siding. Leave 1 engine on at empty coal cars at Boulder to keep air in train. Use a BNSF air test slip to document the Class 1 Air Brake test on cars left in Boulder siding.

Return back with light engines to Stazio siding and spot 8, 6, and 7 tracks as listed above. When all coal loads are completed return back to North end of Boulder siding and place power back on North End.

Do a VTR Report at this time. Show empties on Boulder siding 298 Track. Show all coal loads spotted in Valmont Plant on track 156.

3rd Move on Valmont Coal Train:
The crew out of Denver will need to bus to North end of Boulder siding where the power will be. Leave one engine on the cars in Boulder siding and take the rest to Valmont plant to pull the empties. Do a Class 1 air test on the empty coal cars in plant.

After the air test is complete, take empties from plant to Boulder siding to pick up 1 engine and the rest of the empties.

VTR Report departure time of coal train when empties are pulled from 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 stop lights for the train activating the 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 requires movement to proceed per Rule 6.32.2.

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

When delivering cars from 31st Street Yard to the 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 the UP North Yard will be governed by CTC signal indications. At the UP North Yard, BNSF crews will be governed by instructions from the UP yardmaster.

When routed through the UP North Yard tracks, be governed by the 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—Due to the stacking of ties along tracks, watch for close clearance at the Diesel Facility Fueling Track and on all tracks within the Rocla Concrete Tie Plant (Tracks 1208 and 1209). 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 the wye bridge must ensure that the route is lined for the entire movement into the yard track prior to the leading end of movement passing the wye bridge switch. In addition, do not stop the movement except in case of an emergency until the leading end of the movement reaches the clearance point at the 38th Street end of the track unless otherwise advised. If a stop is made for any reason, a walking inspection must be made from the head end to the west end of the wye bridge.

Except in cases of emergency, all movements in excess of 3000 tons and/or 4000 feet, moving from 31st Street Yard toward Rennick Yard, or from Fox Jct. via the Wye Bridge, must not stop after passing the switch from the North Lead to the Wye Bridge until the entire movement has passed Prospect Jct. When the movement is stopped for any reason, after the train slack is allowed to adjust, make a walking inspection of the movement between Prospect Jct. and the switch from the North Lead to the Wye Bridge. Movements stopped for a walking inspection may be required to make a reverse movement to clear the switch from the North Lead to the Wye Bridge and re-initiate continuous movement toward Rennick Yard or Fox Jct. When stopping, engineers must make every effort to gently control the slack. After stopping for an inspection, engineers must exercise care and allow slack to adjust before restarting movement in either direction.

Note: Distributed Power Trains may not require reverse movement before proceeding.

Rocla Concrete Products has leased an industrial lead from their plant to the north 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 the private lock is removed and a BNSF switch lock is on the derail, the track is not protected. Within the Rocla plant, a new track has been constructed east of the 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).
Denver Switching Restrictions—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 in 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.

Denver 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.

Yardmasters will be responsible to ensure the application and removal of the protection at both ends of the tracks.

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.

Remote Control Zone—Remote Control Zones (RCZ) have been established at Denver Yard:
Zone 2: Rennick Yard Lead track 219, 250 feet south from the clearance point of the North Main Track (track 299) to the switch point at the north end pocket of 8 (track 210).
Zone 3: Rennick Yard West Packer tracks 209 and 213 from the derail at the north end to the clearance point Rennick Lead.
Zone 4: Rennick Yard East Packer track 218 from the derail at north end to the switch point of the long crossover track 220.

Note: The sign at the north end of Zone 2 at Rennick lead is located between the Rennick lead and the upper west packer track 213 account close clearance.

Activation/Deactivation Procedure—RCZ 2, 3, and 4 are controlled by the Rennick Yardmaster. The Remote Control Operator must contact the appropriate Yardmaster to determine if the RCZ is activated. Such movements will be governed by System Special Instructions, Item 23 (F).
9. Locations Not Shown as Stations

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

ELEVATION IN FEET

Horse Creek
100
90
80
70
60
50
40
30
20
10
0

Altus
100
90
80
70
60
50
40
30
20
10
0

Lambert
100
90
80
70
60
50
40
30
20
10
0

Chugwater
100
90
80
70
60
50
40
30
20
10
0

Bordeaux
100
90
80
70
60
50
40
30
20
10
0

Wheatland
100
90
80
70
60
50
40
30
20
10
0

Moba Jct
100
90
80
70
60
50
40
30
20
10
0

Dwyer
100
90
80
70
60
50
40
30
20
10
0

Wendover
100
90
80
70
60
50
40
30
20
10
0

ELEVATION IN FEET

MILEPOST

SOUTHWARD

ELEVATION IN FEET

MILEPOST

SOUTHWARD

Federal
100
90
80
70
60
50
40
30
20
10
0

Cheyenne
100
90
80
70
60
50
40
30
20
10
0

Speer
100
90
80
70
60
50
40
30
20
10
0

Norfolk
100
90
80
70
60
50
40
30
20
10
0

Platte River Jct
100
90
80
70
60
50
40
30
20
10
0

Owl Canyon
100
90
80
70
60
50
40
30
20
10
0

Fl. Collins
100
90
80
70
60
50
40
30
20
10
0

Loveland
100
90
80
70
60
50
40
30
20
10
0

Highland
100
90
80
70
60
50
40
30
20
10
0

Longmont
100
90
80
70
60
50
40
30
20
10
0

Boulder
100
90
80
70
60
50
40
30
20
10
0

Broomfield
100
90
80
70
60
50
40
30
20
10
0

Utah Jct
100
90
80
70
60
50
40
30
20
10
0

Denver UD
100
90
80
70
60
50
40
30
20
10
0

ELEVATION IN FEET

MILEPOST

SOUTHWARD
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 - 62X(1X)|
|Emergency - Call 911|

Train Dispatcher Phone Number
Front Range—(817) 234-6054, Fax (817) 234-6075

1. Speed Regulations

1(A). Speed—Maximum

<p>| Length of | Golden Subdivision | Freight |</p>
<table>
<thead>
<tr>
<th>Siding (Feet)</th>
<th>Branch Line Stations</th>
<th>Mile Post</th>
<th>Rule 4.3</th>
<th>Type of Oper</th>
<th>Line Segment</th>
<th>Miles to Next Stn.</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>PROSPECT JCT.</td>
<td>JR</td>
<td>CTC</td>
<td>476</td>
<td>3.8</td>
<td></td>
</tr>
</tbody>
</table>

Between Prospect Jct. and C&S Jct., BNSF trains and engines operate over UP tracks and are governed by UP timetable.

2. Bridge and Equipment Weight Restrictions

2. Maximum Gross Weight of Car

Prospect to Golden.................................143 tons, Restriction D

3. Type of Operation

CTC—in effect:

At Prospect Jct.

Restricted Limits—in effect:

MP 4.9 to MP 13.8

When delivering cars from 31st Street Yard to the UP North Yard or departing 31st Street Yard with Golden Beer runs or BNSF westward 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 the UP North Yard will be governed by CTC signal indications. At North Yard, BNSF crews will be governed by instructions from the UP yardmaster on Channel No. 92.

When routed through UP North Yard tracks, be governed by the 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

Close Track Centers/Clearance—Close Track Centers - Do not ride the side of equipment on the following tracks unless the adjacent tracks are known to be clear:

Golden Subdivision
Tracks 101 and 102
MP 14.4 – Rex Oil
MP 13.2 – Graphics Packaging
MP 12.6 – Weyerhaeuser
MP 9.6 – Rocky Mountain Bottling
MP 9.6 – Temple Inland
MP 6.1 – CCW Products
MP 5.9 – Industrial Chemical

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 Rocky Mountain Bottling 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 Omnitrax Dispatcher on Radio Channel 70 before performing work at all Coors yards.

Rocky Mountain Bottling—Cars left on the hill will be lined toward the Storage Track, brakes set on each car and skates set on the bottom car.

Call Omnitrax on Radio Channel 70.
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 Omnitrax on Radio Channel 70 to get permission to enter the East Yard.

BNSF crews will not work in Coors North Marshalling Yard when Omnitrax train crews are working in the yard, except when Omnitrax 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. Omnitrax crews will receive clearance from Omnitrax dispatcher before entering North Yard. Omnitrax 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 Omnitrax.
4. Omnitrax 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. Omnitrax crews will notify Omnitrax dispatcher when they have completed switching North Yard.
7. Omnitrax 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 6
7. Track 5
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 Rock Mountain Bottling will require spot or pull before departing Denver if not indicated in work order message or work order on Saturdays and Sundays.

Excess Dimension Cars—Car kind M3E is not permitted beyond Terrill Jct., MP 11.8 and Coors East Yard.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

Calling Signals—When a train passes a signal displaying APPROACH indication the conductor must transmit the following information by radio:
- Train identification (initials, engine number and direction)
- (Signal Name) location on (track) at (speed) MPH

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

Example of Transmission: BNSF 9373 West - Approach on Main 1 MP 95.0 at 50 MPH out.

Main Track designation is not required when operating in Single Track territory.

8. Line Segments
Road Line Segments
Line Segments Limits
476 ............ Prospect Jct.
482 ............ C&S Jct. to Golden

9. Locations Not Shown as Stations

<table>
<thead>
<tr>
<th>Name</th>
<th>Miles - Location</th>
<th>Capacity</th>
<th>Switch Opens</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ind Chemicals</td>
<td>0.1 west of C&amp;S Jct.</td>
<td>4</td>
<td>West</td>
</tr>
<tr>
<td>CCW Plastics</td>
<td>0.2 west of C&amp;S Jct.</td>
<td>2</td>
<td>West</td>
</tr>
<tr>
<td>89309 Rocky Mtn. Bottle &amp; Inland Container Systems</td>
<td>9.6 west of Prospect Jct.</td>
<td>21</td>
<td>25 East East</td>
</tr>
<tr>
<td>89311 Mount Olivet</td>
<td>11.8 west of Prospect Jct.</td>
<td>17</td>
<td>Both</td>
</tr>
<tr>
<td>89313 Willamette Industries</td>
<td>12.6 west of Prospect Jct.</td>
<td>14</td>
<td>West</td>
</tr>
<tr>
<td>Speer Ind.</td>
<td>12.8 west of Prospect Jct.</td>
<td>17</td>
<td>West</td>
</tr>
<tr>
<td>Coors End Plant</td>
<td>13.2 west of Prospect Jct.</td>
<td>29</td>
<td>West</td>
</tr>
</tbody>
</table>

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.

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

Freight

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

1(D). Speed—Other

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

Temperature Speed Restrictions

Hot Weather—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:

<table>
<thead>
<tr>
<th>Temperature Range</th>
<th>Freight Trains Up to 100 TOB</th>
<th>Freight Trains 100 TOB and Over</th>
</tr>
</thead>
<tbody>
<tr>
<td>110 degrees F and over</td>
<td>Maximum 50 MPH.</td>
<td>Maximum 45 MPH.</td>
</tr>
</tbody>
</table>

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.

1. Speed Regulations

1(A). Speed—Maximum

Freight

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. Exception: Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length.

3. Train does not average more than 80 TOB. Exception: Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination or both may operate at 70 MPH with tons per operative brake as great as 90, and;

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.

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.

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

Multiple Main Tracks—in effect:

2 MT

MP 550.5 to MP 552.7

3 MT

MP 552.7 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.

Close Clearance—Do not ride on the side of equipment on the following tracks due to close clearance:

Amarillo: 907, 908, 1001, 5146, 5147, 5149, 5150, 5152, 5206, 5210, 5240, 5155 and 5499 (Structure).

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Hereford Subdivision. Refer to Item 21 of the System Special Instructions.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

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
**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.**

### Radio Call-in
- **Sedalia** - 31(X)
- **Colorado Springs** - 32(X)
- **Pueblo** - 34(X)

### Emergency - Call 911

### Train Dispatcher Telephone Numbers
- **Denver South (DS16)** - (817) 234-2316, Fax (817) 234-2410
- **Brush (DS87)** - (817) 234-6052, Fax (817) 234-2316
- **UPRR Train Dispatcher** - (800) 382-8511

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 change to Channel 54 to receive information. Employees working on UPRR-dispatched trackage must change to Channel 54 when necessary to report operational conditions.

#### 1. Speed Regulations

**1(A). Speed—Maximum**

<table>
<thead>
<tr>
<th>Mile Post</th>
<th>Speed Limit (MP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MP 1.5 to MP 4.5</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 0.0 to MP 1.5</td>
<td>20 MPH</td>
</tr>
<tr>
<td>MP 74.6 to MP 76.6</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 60.3 to MP 68.3</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 55.4 to MP 60.3</td>
<td>25 MPH</td>
</tr>
<tr>
<td>MP 52.0 to MP 55.4</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 84.4 to MP 104.9</td>
<td>35 MPH</td>
</tr>
<tr>
<td>MP 39.5 to MP 44.4</td>
<td>40 MPH</td>
</tr>
<tr>
<td>MP 45.2 to MP 48.8</td>
<td>40 MPH</td>
</tr>
<tr>
<td>MP 42.9 to MP 45.2</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 39.5 to MP 42.9</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 36.2 to MP 39.5</td>
<td>25 MPH</td>
</tr>
<tr>
<td>MP 30.3 to MP 36.2</td>
<td>20 MPH</td>
</tr>
<tr>
<td>MP 32.6 to MP 30.3</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 42.4 to MP 42.9</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 40.6 to MP 42.4</td>
<td>20 MPH</td>
</tr>
<tr>
<td>MP 39.5 to MP 40.6</td>
<td>20 MPH</td>
</tr>
<tr>
<td>MP 38.6 to MP 39.5</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 36.2 to MP 38.6</td>
<td>25 MPH</td>
</tr>
<tr>
<td>MP 32.6 to MP 36.2</td>
<td>20 MPH</td>
</tr>
</tbody>
</table>

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

**Freight**

<table>
<thead>
<tr>
<th>Mile Post</th>
<th>Speed Limit (MP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MP 0.0 to MP 0.0</td>
<td>45 MPH</td>
</tr>
<tr>
<td>MP 0.0 to MP 1.5</td>
<td>20 MPH</td>
</tr>
<tr>
<td>MP 1.5 to MP 4.5</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 21.7 to MP 24.8</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 24.8 to MP 30.3</td>
<td>40 MPH</td>
</tr>
<tr>
<td>MP 30.3 to MP 32.6</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 32.6 to MP 36.2</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 39.5 to MP 44.4</td>
<td>40 MPH</td>
</tr>
<tr>
<td>MP 45.2 to MP 48.8</td>
<td>40 MPH</td>
</tr>
<tr>
<td>MP 48.8 to MP 52.0</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 52.0 to MP 55.4</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 55.4 to MP 60.3</td>
<td>25 MPH</td>
</tr>
<tr>
<td>MP 60.3 to MP 68.3</td>
<td>25 MPH</td>
</tr>
<tr>
<td>MP 74.6 to MP 76.6</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 76.6 to MP 80.6</td>
<td>40 MPH</td>
</tr>
</tbody>
</table>

Trains over 100 TOB are subject to 25 MPH.

- **Single Track** (Palmer Lake to Crewe)
  - 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: 25 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 118.2 to MP 120.0: 25 MPH

- MP 118.2 to MP 120.0: 45 MPH

- 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: 25 MPH

- MP 74.6 to MP 76.6: 30 MPH

- MP 76.6 to MP 80.6: 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.

<table>
<thead>
<tr>
<th>Speed Restriction</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 MPH</td>
<td>MP 32.4 to MP 36.2</td>
<td>Main 2 (HER)</td>
</tr>
<tr>
<td>15 MPH</td>
<td>MP 89.6 to MP 92.4</td>
<td>Main 2 (HER)</td>
</tr>
</tbody>
</table>

(*) Denotes (HER) Head end restriction over street and highway crossings.

BNSF ribbon rail trains handling continuous welded or jointed rail are restricted to 25 MPH on curves at the following locations:
- MP 36.5 to MP 36.7, MT1
- MP 82.7 to MP 84.5, MT1

**Note**
- Helper engines entering Main 1 and moving less than 1 mile to couple onto and help a southward train must obtain verbal authority from the UPRR dispatcher before occupying Main 1. After uncoupling from the rear of a southward train, BNSF helper engines are authorized to occupy Main 1 and move Southward between MP 50.5 and MP 52.0.

### Manual Interlockings Not Controlled By BNSF

<table>
<thead>
<tr>
<th>Location</th>
<th>Controlling Railroad</th>
</tr>
</thead>
<tbody>
<tr>
<td>MP 120.4 (Main 1)</td>
<td>UPRR</td>
</tr>
<tr>
<td>MP 118.2 (Main 2)</td>
<td>UPRR</td>
</tr>
</tbody>
</table>

### General Code of Operating Rules/Air Brake Rules Items

**Rule 5.8.2**—Resume speed signs are not used on UP trackage. The speed sign governing the same restricted territory from the opposite direction indicates a point 2,500 feet beyond the restricted territory and serves as a guide to enginemen in resuming normal speed.

**Rule 5.8.2, Sounding Whistle—Quiet Zone Locations**
- Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.
<table>
<thead>
<tr>
<th>Location</th>
<th>Milepost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Street</td>
<td>MP 82.78</td>
</tr>
<tr>
<td>Fontaine Blvd.</td>
<td>MP 84.02</td>
</tr>
</tbody>
</table>

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

**Rule 10.3**—A sign reading “Track and Time Point One” has been placed at the clearance point of Main 2 at South Denver. 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.
- A sign reading “Track and Time Point One” has been placed at the clearance point of Main 2 at Littleton. 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.
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.

ABTH 103.7.4—Dynamic Brake Requirements:

<table>
<thead>
<tr>
<th>BNSF trains operating southward from Palmer Lake to North Colorado Springs and northward Palmer Lake to MP 13.2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Trailing Train Tonnage</td>
</tr>
<tr>
<td>-------------------------------</td>
</tr>
<tr>
<td>4,000 or less</td>
</tr>
<tr>
<td>4,001 to 5,000</td>
</tr>
<tr>
<td>5,001 to 6,000</td>
</tr>
<tr>
<td>6,001 to 7,000</td>
</tr>
<tr>
<td>7,001 to 8,000</td>
</tr>
<tr>
<td>8,001 to 9,000</td>
</tr>
<tr>
<td>9,001 to 10,000</td>
</tr>
<tr>
<td>10,001 to 12,000</td>
</tr>
<tr>
<td>12,001 to 14,000</td>
</tr>
<tr>
<td>14,001 to 16,000</td>
</tr>
<tr>
<td>16,001 to 18,000</td>
</tr>
<tr>
<td>18,001 to 20,000</td>
</tr>
<tr>
<td>Total minimum operative axes 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.</td>
</tr>
</tbody>
</table>

Note: Helper locomotives will assist trains not meeting this requirement southward between Palmer Lake and North Colorado Springs, and northward between Palmer Lake and MP 13.2.

5. Trackside Warning Detectors (TWD)
   A. Protecting bridges, tunnels or other structures: None
   B. Other TWD locations
      UP MP 123.—DED—Exception Reporting (Main 1)
      UP MP 143.—DED—Exception Reporting (Main 1)
      UP MP 159.—DED—Exception Reporting (Main 1)
      UP MP 175.—DED—Exception Reporting (Main 1)
      UP MP 193.—DED—Exception Reporting (Main 1)
      UP MP 211.—DED—Exception Reporting (Main 1)
      UP MP 21.3—Hot Box/DED (Main 1)
      UP MP 21.9.—Recall Code 7 (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 52.4.—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 111.8.—DED—Exception Reporting (Main 2)
      MP 113.6.—DED—Exception Reporting (Main 1)
      UP MP 113.6.—DED—Exception Reporting (Main 2)
      UP MP 115.5.—DED—Exception Reporting (Main 2)
      UP MP 115.6.—DED—Exception Reporting
      UP MP 117.1.—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
1. The talker message will be transmitted a few seconds after the last axle has passed the detector.
2. For trains with no alarms, the following message will be transmitted:
   • UP detector (Mile Post Location), Northbound or Southbound, no alarms.
   This message will be repeated once after a 2 second pause, followed by:
   • Message complete.
   • End of transmission.
3. For trains with one or more alarms, the following message will be transmitted:
   • UP detector (Mile Post Location), Northbound or Southbound, (Number) alarms, count from head end of train.
   • First alarm, hot bearing, (east or west) rail, axle (Number)
   • Second alarm, hot bearing, (east or west) rail, axle (Number)
   • Third alarm, hot wheel, near axle (Number)
   • Fourth alarm, hot wheel, near axle (Number)
   • Fifth alarm, dragging equipment, near axle (Number)
If more than 10 alarms are detected, the following message will be transmitted:
• Over 10 alarms inspect the rest of the train.

This message will be repeated once after a two-second pause, followed by:
• Message Complete.
• End of transmission.

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

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

High Water Detectors
Main 1
991 High water detector, MP 99.2

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
861 High water detector, MP 84.7

Single Track
“A” North (Kelker) .......................High water detector, MP 77.9.

Protected by the southbound controlled signal South Colorado Springs and the northbound controlled signal North Kelker.

6. FRA Excepted Track
Colorado Springs Castle Rock
0903 0913 5102
0904 0914 5105
0905 0921
0909 0922 0812
0910 0999 5502
0912

Bradgon Crews
7402 9902

Drennan Kelker
0812 through 0816 0801 through 0804
0818 through 0820 0830 through 0835

South Park Junction Fountain
Park Lead 9601
Park Yard Atlas Metal
0351
0333 through 0360 0390, 0418
0421 through 0425 0463 through 0470
0476, 0478, 0479, 0498

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

20th Street to Pueblo Jct.—BNSF and UP trains and engines will use joint trackage and will be governed by BNSF Timetable and System Special Instructions.

South Denver to Littleton Corridor—When staging trains in the Corridor, trains will stop at the Spot locations as directed by the dispatcher.

Northward Spot locations are as follows:
Spot 1 South Denver ...................... MP 4.7
Spot 2 Evans Ave .......................... MP 6.1
Spot 3 Englewood ......................... MP 8.3
Spot 4 Littleton ............................ MP 10.3

Southward Spot locations are as follows:
Spot B Littleton ............................ MP 10.1
Spot C Englewood ......................... MP 7.9
Spot D Evans Ave .......................... MP 6.0

These locations are in advance of the signals.

Kountry Industrial Spur—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.

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

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

Pueblo—Canon City Jct. MP 118.4 Dual Control Switch and Derail to Hump 3: When instructed by the control operator to operate the dual control switch by hand to Hump 3, the dual control derail must also be operated by hand.

All trains entering the yard at Pueblo must contact the yard engine on duty on channel 30 or 32 to job brief on the work to be performed.

Close Track Centers/Close Clearance—Close Track Centers - Do not ride the side of equipment on the following tracks unless the adjacent tracks are known to be clear:

Sedalia
Track 0025 Crossover between MT 1 and MT 2

Operating Jurisdictions—
BNSF Brush Dispatcher (DS 87)
MP 0.0 to 8.0

BNSF Denver South Dispatcher (DS 16)
MP 8.0 to MP 12.2
MP 12.2 to MP 52.0—Main 2
MP 52.0 to MP 84.4
MP 84.4 to MP 107.9—Main 2
MP 107.9 to MP 120.4—Main 1

UPRR Colorado Springs Dispatcher
MP 12.2 to MP 52.0—Main 1
MP 84.4 to MP 107.9—Main 1
MP 107.9 to MP 118.2—Main 2
UPRR track warrant forms are used on UPRR dispatched track. The 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 their departure time from 31st Street.

Main Track Ownership—

<table>
<thead>
<tr>
<th>Track</th>
<th>Segment</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main 1</td>
<td>MP 0.0 to MP 24.87</td>
<td>UPRR</td>
</tr>
<tr>
<td></td>
<td>MP 24.87 to MP 48.97</td>
<td>BNSF</td>
</tr>
<tr>
<td></td>
<td>MP 48.97 to MP 52.0</td>
<td>UPRR</td>
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<tr>
<td></td>
<td>MP 84.36 to MP 84.49</td>
<td>BNSF</td>
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<tr>
<td></td>
<td>MP 84.49 to MP 86.54</td>
<td>UPRR</td>
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<td></td>
<td>MP 86.54 to MP 120.3</td>
<td>BNSF</td>
</tr>
<tr>
<td>Main 2</td>
<td>MP 0.0 to MP 25.2</td>
<td>BNSF</td>
</tr>
<tr>
<td></td>
<td>MP 25.2 to MP 49.78</td>
<td>UPRR</td>
</tr>
<tr>
<td></td>
<td>MP 49.78 to MP 51.85</td>
<td>BNSF</td>
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<td>MP 51.85 to MP 52.0</td>
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<td>MP 84.36 to MP 86.15</td>
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<td></td>
<td>MP 86.15 to MP 120.26</td>
<td>UPRR</td>
</tr>
<tr>
<td>Main 3</td>
<td>MP 4.4 to MP 12.5</td>
<td>BNSF</td>
</tr>
<tr>
<td>Single Track</td>
<td>MP 52.0 to MP MP 78.75</td>
<td>UPRR</td>
</tr>
<tr>
<td></td>
<td>MP 78.75 to MP MP 84.36</td>
<td>BNSF</td>
</tr>
</tbody>
</table>

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.

List of Long and Short Miles

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

Test Miles—Test Mile Locations:

MP 112 to MP 113 (Main 1 and Main 2)
MP 113 to MP 114 (Main 2)

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

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

Calling Signals—When a train passes a signal displaying APPROACH indication the conductor must transmit the following information by radio:

- Train identification (initials, engine number and direction)
- (Signal Name) location on (track) at (speed) MPH

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

Example of Transmission: BNSF 9373 West - Approach on Main 1 MP 95.0 at 50 MPH out.

Main Track designation is not required when operating in Single Track territory.

Auxiliary Tracks—

<table>
<thead>
<tr>
<th>Station</th>
<th>Milepost</th>
<th>Length</th>
<th>Switch Opens</th>
<th>Track No. or Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Castle Rock</td>
<td>32.23</td>
<td>100</td>
<td>South</td>
<td>Castle Rock</td>
</tr>
<tr>
<td>Spruce</td>
<td>48.8</td>
<td>3,000</td>
<td>South</td>
<td>Spruce</td>
</tr>
<tr>
<td>Palmer Lake</td>
<td>51.8</td>
<td>500</td>
<td>South</td>
<td>Palmer Lake Spur</td>
</tr>
<tr>
<td>Nixon</td>
<td>91.2</td>
<td>15,100</td>
<td>North</td>
<td>Nixon Spur</td>
</tr>
<tr>
<td>Bragdon</td>
<td>107.9</td>
<td>5,300</td>
<td>Both</td>
<td>Bragdon</td>
</tr>
<tr>
<td>Castle Rock</td>
<td>32.5</td>
<td>350</td>
<td>North</td>
<td>Castle Rock Spur</td>
</tr>
<tr>
<td>Palmer Lake</td>
<td>52.0</td>
<td>1,500</td>
<td>North</td>
<td>Palmer Lake</td>
</tr>
<tr>
<td>Crews</td>
<td>84.7</td>
<td>2,700</td>
<td>North</td>
<td>Crews</td>
</tr>
</tbody>
</table>

8. Line Segments

Road Line Segments

<table>
<thead>
<tr>
<th>Line Segment</th>
<th>Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>477 ..........</td>
<td>20th Street to Pueblo Jct.</td>
</tr>
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</table>

Yard Line Segments

<table>
<thead>
<tr>
<th>Line Segment</th>
<th>Limits</th>
</tr>
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<tbody>
<tr>
<td>7357 ..........</td>
<td>Pueblo Yard</td>
</tr>
<tr>
<td>483 ..........</td>
<td>Kountry Line</td>
</tr>
</tbody>
</table>
9. Locations Not Shown as Stations

<table>
<thead>
<tr>
<th>Name</th>
<th>Mile Post Location</th>
<th>Capacity Feet</th>
<th>Switch Opens</th>
</tr>
</thead>
<tbody>
<tr>
<td>Siegel Oil Spur</td>
<td>1.6</td>
<td>1,000</td>
<td>South</td>
</tr>
<tr>
<td>Duwald Steel</td>
<td>2.4</td>
<td>500</td>
<td>South</td>
</tr>
<tr>
<td>Kountry Line</td>
<td>2.4</td>
<td>7 miles</td>
<td>North</td>
</tr>
<tr>
<td>Denver Lumber</td>
<td>5.3</td>
<td>250</td>
<td>North</td>
</tr>
<tr>
<td>Ft. Logan Spur</td>
<td>9.1</td>
<td>6,330</td>
<td>South</td>
</tr>
<tr>
<td>Blakeland Spur</td>
<td>15.3</td>
<td>3,000</td>
<td>South</td>
</tr>
<tr>
<td>Tomah</td>
<td>37.5</td>
<td>1,650</td>
<td>South</td>
</tr>
<tr>
<td>Henkel</td>
<td>100.8</td>
<td>1,200</td>
<td>South</td>
</tr>
</tbody>
</table>

Single Track

<table>
<thead>
<tr>
<th>Name</th>
<th>Mile Post Location</th>
<th>Capacity Feet</th>
<th>Switch Opens</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wood</td>
<td>56.2</td>
<td>1,250</td>
<td>South</td>
</tr>
<tr>
<td>Stadium (2)</td>
<td>63.3</td>
<td>3,200</td>
<td>South</td>
</tr>
<tr>
<td>Russina Spur</td>
<td>70.7</td>
<td>4,000</td>
<td>North</td>
</tr>
<tr>
<td>Drennan and Columbine Industrial Center (Joint UP &amp; BNSF)</td>
<td>79.8</td>
<td>1,700</td>
<td>South</td>
</tr>
</tbody>
</table>

Main 2

<table>
<thead>
<tr>
<th>Name</th>
<th>Mile Post Location</th>
<th>Capacity Feet</th>
<th>Switch Opens</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wigwam</td>
<td>98.1</td>
<td>4,300</td>
<td>North</td>
</tr>
<tr>
<td>Greenland</td>
<td>46.6</td>
<td>200</td>
<td>North</td>
</tr>
<tr>
<td>Larkspr</td>
<td>42.9</td>
<td>750</td>
<td>North</td>
</tr>
<tr>
<td>Santa Fe Park</td>
<td>12.5</td>
<td>2,600</td>
<td>Both</td>
</tr>
<tr>
<td>Iowa Spur</td>
<td>5.5</td>
<td>750</td>
<td>North</td>
</tr>
<tr>
<td>North Burnham Lead</td>
<td>1.5</td>
<td>15,840</td>
<td>Both</td>
</tr>
<tr>
<td>Park Lead Spur</td>
<td>1.5</td>
<td>750</td>
<td>North</td>
</tr>
</tbody>
</table>

10. Grade Chart

[Diagram showing grade chart with elevation in feet and other geographical markers.]
1. Speed Regulations

1(A). Speed—Maximum

Freight

MP 617.7 to MP 554.9: 45 MPH.

The maximum speed for freight trains is 45 MPH when:

1. Train exceeds 10,000 feet; or

2. Train averages 100 TOB or more.

1(B). Speed—Permanent Restrictions

MP 617.4 to MP 617.7: 25 MPH.

MP 616.0 to MP 615.9: 30 MPH.

MP 598.6 to MP 597.3: 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.

Manzanola, Vroman, and Rockyford through turnout and siding: 10 MPH.

La Junta—north end of freight lead (Long Tail): 10 MPH.

1(D). Speed—Other

Bridge 577.4, cars heavier than 143 tons: 25 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

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

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 595.1

MP 570.7—Recall Code 8

C. Other detectors

MP 612.5—High Water—Protected by controlled signal north end Baxter, signal 613.5 for southward movement

MP 557.4—High Water—Signals 558.7 and 556.2

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

La Junta

0101 through 0111

7. Special Conditions

Auxiliary Tracks—

<table>
<thead>
<tr>
<th>Station</th>
<th>Milepost</th>
<th>Length</th>
<th>Switch Opens</th>
<th>Track No. or Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boone</td>
<td>598.6</td>
<td>600</td>
<td>South</td>
<td>Boone</td>
</tr>
</tbody>
</table>

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.

Pueblo Industrial Park—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.

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.
La Junta Yard—Leave all switches lined for track 197 when not in use.

Trains must clear all crossings before stopping to change crews.

Exception: If the outbound crew is on duty and ready to change at the depot, crew change must be made in 5 minutes or less. This will be the only exception for the crossings to be blocked.

Outbound crews will inspect and sign all locomotive daily inspection cards including those on DP units.

Exception: If the inbound crew verifies to the outbound crew that the locomotive daily inspections have been performed and the cards signed for that calendar day, the outbound engineer will not have to inspect the DP units.

Test Miles—Test Mile Locations:
MP 607 to MP 608

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 583.0 to MP 591.6

Calling Signals—When a train passes a signal displaying APPROACH indication the conductor must transmit the following information by radio:
- Train identification (initials, engine number and direction)
- (Signal Name) location on (track) at (speed) MPH

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

Example of Transmission: BNSF 9373 West - Approach on Main 1 MP 95.0 at 50 MPH out.

Main Track designation is not required when operating in Single Track territory.

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Milepost Location</th>
<th>Capacity</th>
<th>Switch Open</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pueblo Industrial Park</td>
<td>610.5</td>
<td>Yard</td>
<td>Both</td>
</tr>
<tr>
<td>Pueblo Chemical Depot</td>
<td>610.7</td>
<td>Yard</td>
<td>North</td>
</tr>
<tr>
<td>Economy Building Spur</td>
<td>615.1</td>
<td>400</td>
<td>South</td>
</tr>
<tr>
<td>Fowler</td>
<td>583.1</td>
<td>2,640</td>
<td>South</td>
</tr>
</tbody>
</table>

10. Grade Chart
1(A). Speed—Maximum

MP 554.9 to MP 770.1 ...........................................79 MPH ......... 55 MPH.
MP 554.9 to MP 770.1, freight trains exceeding 10,000 feet; or 90 TOB or more. ......................... 45 MPH.

From MP 554.9 to MP 770.1, unless otherwise restricted, the maximum speed for freight trains is 60 MPH provided:

1. Train does not contain empty car(s). Refer to SSI 1(C) for determining maximum of 32 axles of dynamic braking per engine consist.
2. Train does not exceed 8,500 feet.
3. Train does not exceed 3.4 degrees of temperature at the threshold temperatures shown below, freight trains must reduce speed to 40 MPH and passenger trains must reduce speed to 35 MPH.
4. Engineer can control speed to 60 MPH without use of air brakes. (If unable to control speed to 60 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.)

Train 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 555.6 to MP 555.8 * ** .................................................. 35 MPH ......... 30 MPH.
MP 556.2 to MP 556.4 .................................................. 55 MPH ......... 50 MPH.
MP 576.2 to MP 577.2 .................................................. 75 MPH.
MP 587.1 to MP 589.3 .................................................. 75 MPH.
MP 591.0 to MP 591.4 .................................................. 75 MPH.
2. Bridge and Equipment Weight Restrictions
   Maximum Gross Weight of Car
   La Junta to Las Vegas ........................................ 143 tons, Restriction B

3. Type of Operation
   Yard Limits—in effect:
   MP 553.9 to MP 557.5
   MP 634.8 to MP 635.8
   TWC—in effect:
   MP 554.9 to MP 635.8
   MP 699.4 to MP 770.2
   CTC—in effect:
   MP 635.8 to MP 699.4

   Multiple Main Tracks—in effect:
   2 MT
   MP 635.8 to MP 651.8

4. General Code of Operating Rules Items
   Rule 1.14—UP trains will use BNSF tracks between Trinidad and Jansen and will be governed by BNSF Timetable and Special Instructions.
   Rule 6.28—Rule 6.28 is in effect on the East and West Leg of the Wye at French and on the York Canyon Industrial Spur.
   Rule 12.1—ATS is in effect from La Junta to Trinidad.

5. Trackside Warning Detectors (TWD)
   A. Protecting bridges, tunnels or other structures
      MP 649.8—DED—WWD
      MP 657.0—DED—EWD
   B. Other TWD locations:
      MP 566.5—Recall Code 8
      MP 594.5—Recall Code 8
      MP 618.5—Recall Code 8
      MP 649.8—DED—Recall Code 8
      MP 657.0—DED—Recall Code 8
      MP 675.8—Recall Code 8
      MP 702.1—Recall Code 8
      MP 748.0—Recall Code 8
      MP 753.6
   C. Other detectors:
      High Water—MP 566.6—Signals 5692 & 5661
      High Water—MP 576.6—Signals 5772 & 5741
      High Water—MP 581.3—Signals 5822 & 5801
      High Water—MP 585.3—Signals 5862 & 5831
      High Water—MP 586.9—Signals 5882 & 5861
      High Water—MP 589.5—Signals 5902 & 5881
      High Water—MP 591.6—Signals 5922 & 5901
      High Water—MP 594.3—Signals 5942 & 5921
      High Water—MP 600.0—Signals 6022 & 5991
      High Water—MP 600.5—Signals 6022 & 5991
      High Water—MP 611.2—Signals 6122 & 6101
      High Water—MP 615.4—Signals 6152 & 6141
      High Water—MP 638.6
      EWD and WWD controlled signals at Jansen
      High Water—MP 691.3
      EWD controlled signal at West French and
      WWD controlled signal at East French
      High Water—MP 727.1—Signals 7272 & 7251
      High Water—MP 753.7—Signals 7562 & 7531

6. FRA Excepted Track
   Hoehnes—6402

7. Special Conditions
   Jansen—All of the private tracks at Jansen Yard have been removed from service and a private lock has been placed on the access switch.

   The use of Retainers between Jansen and Raton—Speed restrictions, dynamic brake requirements, and special instructions governing the use of retainers for freight trains on descending grades between MP 643 and MP 659.5:
   Dynamic Brake requirements for westward freight trains (The locomotive weight will not be included in the train tonnage except for those units on which the dynamic brake is inoperative):

<table>
<thead>
<tr>
<th>Minimum Number of Operative Axles of Dynamic Brakes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westward from MP 652.5 to MP 659.5, and</td>
</tr>
<tr>
<td>Train Tonnage</td>
</tr>
<tr>
<td>----------------</td>
</tr>
<tr>
<td>2,000 or less</td>
</tr>
<tr>
<td>4,001 to 5,000</td>
</tr>
<tr>
<td>5,001 to 6,000</td>
</tr>
<tr>
<td>6,001 to 7,000</td>
</tr>
<tr>
<td>7,001 to 8,000</td>
</tr>
<tr>
<td>8,001 to 9,000</td>
</tr>
<tr>
<td>9,001 to 10,000</td>
</tr>
<tr>
<td>10,001 to 12,000</td>
</tr>
<tr>
<td>12,001 to 14,000</td>
</tr>
</tbody>
</table>

   A. Before leaving Raton Tunnel it must be known that the locomotive consist has the minimum number of operative axles of dynamic brake (see the above table). If the train does not meet the minimum requirement, the train must not proceed. A Helper consist may be added to meet this requirement.

   B. After leaving Raton Tunnel, if the dynamic brake on the locomotives in the consist become inoperative, or one of the trailing locomotive’s dynamic brake becomes inoperative, and the loss of dynamic brake causes the train to have less than the minimum required amount of dynamic brake axles, and the engineer has the train under control, the train may proceed without stopping.

   C. While operating on the descending grade between MP 643 and MP 659.5, when a dynamic brake failure results in less than the minimum dynamic brake axle requirements, the train may proceed down the descending grade if the speed is controlled, but must reduce speed to 15 MPH until the rear of the train has reached MP 659.5.
D. Should conditions such as loss of dynamic brakes or an undesired emergency applications, such as a kicker, an air hose separation, etc., prevent the ability to control the speed normally by using the balance braking method, retainers must be applied as per ABTH Rule 103.7.6.

Siding sign on a stop signal—When the letter “S” (siding sign) is displayed on a stop signal, the train must stop and a crew member will operate the switch to enter the siding or the diverging route. The train will then be governed by signal indication.

Recharging the brake system—Between MP 643 and MP 659.5 under certain conditions such as an undesired emergency, a break-in-two, an emergency stop, etc., where it is necessary to hold the train while the brake system is being recharged, starting behind the lead locomotive, apply a sufficient number of hand brakes to hold train. (ABTH Rule 102.1). The brake system must be fully charged after which a brake pipe reduction must be made sufficient enough to hold the train while the hand brakes are being released. Before proceeding, all hand brakes must be released.

Applying Retainers—ABTH Rule 103.7 Grade Operation applies to freight trains operating between MP 643 and MP 659.5. The grade for this location is to be considered 3.1%-3.5% for the purpose of applying retainers (ABTH Rule 103.7.6).

Brake Pipe Reduction to Control Train Speed—Between MP 643 and MP 659.5, the total brake pipe reduction to control the train speed must not exceed 18 psi for trains averaging less than 135 TOB and 14 psi for trains averaging 135 or more TOB. If the total brake pipe reduction exceeds the above limitations, the train must be stopped immediately.

A. To control the train speed, a sufficient number of retainers (not less than 20), starting behind the lead locomotives, must be set in the high pressure position before releasing the train brakes. See ABTH Rule 103.7.6.

B. Before proceeding, the brake system must be fully recharged. The excessive use of engine brakes to control the train speed is prohibited.

Running Air Brake Test—A running air brake test per ABTH Rule 100.13 must be performed by all freight trains between La Junta and Las Vegas must have a valid ETD certification form. The ETD certification form is valid until the train reaches its destination unless the ETD or HTD are exchanged enroute. A copy of the ETD certification form must be placed in the controlling locomotive with the daily inspection form and with the Equipment Department at the location where the certification is performed, or in the timeslip box upon tie-up. Engineers and conductors are jointly responsible for meeting these requirements. Equipment or herder personnel when available will assist in the arming process.

Cold Temperature Air Brake Test—When extreme cold temperatures occur, brake cylinders on freight equipment are more prone to leakage. To assure that a brake application can be maintained effectively for trains descending the mountain grades on the Raton Subdivision, perform the following air brake test prior to departing the locations listed below. This test is required on freight trains exceeding 1500 tons averaging over 100 TOB, when temperatures are below zero degrees Fahrenheit (-0 F): Crew members must perform the following air brake test on their train prior to departing MP 659.5 on eastward trains and MP 638.6 on westward trains operating on the Raton Subdivision:

A. Fully charge the air brake system.

B. Make a 20-psi brake pipe reduction.

C. Do not nullify the pressure maintaining feature of the automatic brake valve during this test (such as when performing a brake pipe leakage test).

D. Wait 20 minutes.

E. Inspect train for any brakes that either did not apply or have released.

F. Set out all cars that have released during this inspection before departing.

Winter Train Operations—Operating practice requirements as prescribed by ABTH Rule 103.7.7. Inclement Weather Running Air Brake Test on Grade will be complied with by all westward trains exiting the portal of Raton Tunnel at MP 652.6 and by all eastward trains exiting the portal of Raton Tunnel at MP 652.0 at a speed not exceeding 10 MPH.

TTOX and TTFX Restrictions—Two-axle cars (TTOX, Car Kind Code QA) and multi-axle cars (TTFX, Car Code QDE) are restricted from operating between Trinidad and Las Vegas on the Raton Subdivision.

Maximum Trailing Tonnage for Head End Power—

Westward:

A. La Junta to Trinidad- General Service (“C” Grade Steel) 11,700 tons. Unit Trains with Grade “E” equipment 16,260 tons.
B. Trinidad to Raton Tunnel- General Service ("C" Grade Steel) 3,960 tons. Unit Trains with Grade "E" equipment 5,500 tons.
C. Raton Tunnel to Raton- General Service ("C" Grade Steel) 27,250 tons. Unit Trains with Grade "E" equipment 37,880 tons.
D. Raton to French- General Service ("C" Grade Steel) 27,250 tons. Unit Trains with Grade "E" equipment 37,880 tons.
E. French to Las Vegas- General Service ("C" Grade Steel) 10,240 tons. Unit Trains with Grade "E" equipment 14,230 tons.

Eastward:
A. Las Vegas to French- General Service ("C" Grade Steel) 10,240 tons. Unit Trains with Grade "E" equipment 14,230 tons.
B. French to Raton- General Service ("C" Grade Steel) 10,240 tons. Unit Trains with Grade "E" equipment 14,230 tons.
C. Raton to Wootton- General Service ("C" Grade Steel) 4,200 tons. Unit Trains with Grade "E" equipment 5,840 tons.
D. Wootton to Trinidad- General Service ("C" Grade Steel) 27,250 tons. Unit Trains with Grade "E" equipment 37,880 tons.
E. Trinidad to La Junta- General Service ("C" Grade Steel) 21,970 tons. Unit Trains with Grade "E" equipment 30,540 tons.

Exception: In the application of this rule, articulated spine cars are considered Grade "E" equipment.

Double stack equipment loaded with more than one level of containers will not be operated between Trinidad and Raton.

**Roadrailer Trailing Tonnage**—The total trailing tonnage must not exceed 3000 tons. 0 - 1500 TONS—No Restrictions. Over 1500 TONS—No more than 1500 trailing tons are allowed behind any Roadrailer Unit weighing less than 28 tons.

**Roadrailer Power and Dynamic Brake Restrictions**—No more than 24 rated axles of power may be used. If it is necessary to start the train on the ascending grade between Trinidad and Raton and between Lamy and Glorieta, the throttle must not be advanced above Run 3 until the brakes on the train have been released. Throttle position 5 must not be exceeded to start the train. When starting the train, exercise extreme caution when advancing the throttle as outlined in ABTH Rule 103.6.1. In addition, do not increase the throttle until at least 10 seconds after the amperage or tractive effort decreases. No more than 16 rated axles of dynamic brake may be used at any time on trains consisting entirely of Roadrailer Equipment.

**Powered Axle Limitations**—The maximum number of rated power axles allowed in a locomotive consist must not exceed 36 when operating at the following locations:
MP 639 to MP 660
Note: All trains between Trinidad and Raton exceeding 3500 tons must utilize the balanced braking method of controlling speed as described in ABTH Rule 103.7.4.

**Work Train Instructions**—These instructions apply to all work trains operating on the Raton 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 Rules apply to work trains.
10. Grade Charts
### Speed Regulations

**1(A). Speed—Maximum**
- MP 119.6 to MP 208.3: 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 187.9: 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 storage track: 20 MPH.
- Lynn, through turnouts and siding: 25 MPH.
- Ludlow, through turnouts and siding: 25 MPH.

**1(D). Speed—Other**
- North Lead (to Minnequa) MP 121.2 to MP 122.6X: 10 MPH.
- Minnequa, all yard tracks: 10 MPH.
- South Lead (to Minnequa) MP 122.6X to MP 124.7: 10 MPH.
- MP 124.7 Comanche Power Plant Lead to Comanche Power Plant: 10 MPH.
- All sidings not listed in 1(C): 10 MPH.

### 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

**Multiple Main Tracks**—in effect:
- **2 MT:**
  - MP 124.8 to MP 171.68

**ABS**—in effect:
- MP 171.72 to MP 205.99

**Footnotes**

1. Bridge and Equipment Weight Restrictions
   **Maximum Gross Weight of Car**
   - Pueblo to Trinidad: 143 tons, Restriction A

2. Manual Interlockings Not Controlled By BNSF RR
   - Location: Controlling Railroad
   - MP 119.6: UPRR

### 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.
COLORADO DIVISION—No. 6—June 3, 2009—Spanish Peaks Subdivision

6. FRA Excepted Track

Minnequa—501 through 513 and 520

7. Special Conditions

Auxiliary Tracks—

<table>
<thead>
<tr>
<th>Station</th>
<th>Milepost</th>
<th>Length</th>
<th>Switch Opens</th>
<th>Track No. or Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cedarwood</td>
<td>143.5</td>
<td>660</td>
<td>North</td>
<td>4903</td>
</tr>
<tr>
<td>Lascar</td>
<td>154.7</td>
<td>1,067</td>
<td>North</td>
<td>5001</td>
</tr>
<tr>
<td>Walsenburg</td>
<td>171.6</td>
<td>5,280</td>
<td>Both</td>
<td>5104</td>
</tr>
<tr>
<td>Mayne</td>
<td>180.1</td>
<td>7,650</td>
<td>Both</td>
<td>5298</td>
</tr>
<tr>
<td>Trinidad</td>
<td>208.3</td>
<td>7,080</td>
<td>Both</td>
<td>5598</td>
</tr>
</tbody>
</table>

Pueblo—Southward trains originating at Pueblo must secure a BNSF track warrant and track bulletins and a 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.

Minnequa—Trains operating Pueblo to Minnequa and beyond must contact the C&W yardmaster at 719-561-6951 prior to departure from Pueblo yard or Trinidad depot if their train is required/scheduled to perform work in Minnequa Yard. Notify the Rennix yardmaster at Pueblo when you have completed your work in Minnequa yard.

Notify the 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 by directly contacting the yardmaster.

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

North Lead MP 122.6X. Dual Control Switch and Derail to Minnequa Yard—When instructed by the Control Operator to operate the dual control switch by hand to Minnequa yard, the dual control derail must also be operated by hand.

Comanche Power Plant—Inbound crews must report Train Arrival using the VTR when the leading wheels leave the main line onto the Comanche Lead (MP 124.6) referencing Track 522 - Station Minnequa. Leave at least one copy of the train list on the conductor desk.

Spot train just short of the stop sign before the bottom dump shed.

Outbound crews must report train departure using the VTR when the leading wheels leave the Comanche lead onto the main line (MP 124.6) referencing Track 522 - Station Minnequa. Bad order setouts must be reported using the VTR and by notification of the Mechanical Desk. The Mechanical Desk can be contacted by using the VTR by staying on line after reporting the bad order and responding “no” when asked “have you notified the Mechanical Desk”.

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

GCC Dakota Cement Plant—Two derails in use, MP 128.8. BNSF locked derail protecting main line and a split point derail entering the yard at GCC. The distance between Derail 1 and Derail 2 is approximately 0.9 miles with a grade of 1.4%. Trains operating to GCC or out of GCC must call the GCC control room at 719-647-6850 prior to leaving the on duty location. GCC will need the following information: whether crew is arriving by car, light power or train and estimated time crew will arrive plant.

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—Recall Code 468
MP 171.9—DED—Exception Reporting
MP 175.4—DED—Exception Reporting
MP 180.9—DED—Exception Reporting
MP 184.7—Recall Code 458
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
Arriving by light power or train, stop at 2nd derail. A telephone is located in the gray box on the wooden pole marked derail. The combination for the box is 6850. Call the control room with the telephone located inside the gray box by dialing 6850 to let them know you have arrived. After call wait about 10 minutes before entering yard. This gives GCC employees a chance to clear yard. There should be no movement in yard by GCC until BNSF has finished work and departed the yard.

There are 8 tracks in the GCC plant numbered 801 through 808 left to right facing east. The target numbers on the switches do not correlate with track numbers. Locomotives are not allowed to move through the receiving facilities on tracks 801, 802, and 808.

Inbound crews must report Train Arrival using the VTR when the leading wheels leave the main line onto the GCC cement plant lead referencing Track 803 – Station Pueblo.

Outbound train crews must not leave on duty location with out a proper wheel of the train. Contact Rennix Yardmaster if one has not been provided for you.

Some switches on the west end of the facility are solar powered; instructions are located in the control box. Contact GCC Control Room if a switch malfunctions or does not properly line. Do not use the hand crank to operate the switch.

All cars pulled from facility must be inspected, air test completed and brake system charged prior to departing facility.

**Trinidad**—All northward trains must call the Trinidad Train Dispatcher for instructions before fouling the Brick Yard crossing.

All inbound trains that have work at Trinidad must set the cars out at the electrically locked switch at MP 210.0 Track #5594 unless instructed otherwise. All work must be reported through VTR prior to dead heading to La Junta. If the train expires on the hours of service before cars are set out, the dispatcher must be notified. The relieving crew must set the cars out at the electric lock at MP 210.0 Track #5594 and report the cars through VTR prior to departing the terminal for another train or being relieved by the dispatcher.

When yarding train in Pass 2, do not block access to North Spur, Track 5596 unless otherwise instructed or if length of train does not allow stopping short of the north spur.

Pass 1 – 7080 ft length form crossing in front of depot to south fouling point.

Pass 2 – 6540 ft. length from fouling point of north spur to south fouling point.

Derails in Pass 2 must remain in derail position after use.

**Test Miles**—Test mile locations:
- MP 205.0 to MP 206.0
- MP 194.0 to MP 193.0

**Close Track Centers/Closed Clearance**—Close Track Centers - Do not ride the side of equipment on the following tracks unless the adjacent tracks are known to be clear:

- **Minnequa Yard**
  - Tracks 501 through 512

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
- None

---

**Calling Signals**—When a train passes a signal displaying APPROACH indication the conductor must transmit the following information by radio:

- Train identification (initials, engine number and direction)
- (Signal Name) location on (track) at (speed) MPH

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

Example of Transmission: BNSF 9373 West - Approach on Main 1 MP 95.0 at 50 MPH out.

Main Track designation is not required when operating in Single Track territory.

---

**8. Line Segments**

**Road Line Segments**

**Line Segment Limits**

<table>
<thead>
<tr>
<th>Name</th>
<th>Mile Post Location</th>
<th>Capacity Feet</th>
<th>Switch Opens</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Lead (to Minnequa)</td>
<td>121.2</td>
<td>1.4 Miles</td>
<td>North</td>
</tr>
<tr>
<td>CW Lead</td>
<td>124.6</td>
<td>40 Cars</td>
<td>South</td>
</tr>
<tr>
<td>Comanche Lead</td>
<td>124.65</td>
<td>2.0 Miles</td>
<td>North</td>
</tr>
<tr>
<td>South Lead (to Minnequa)</td>
<td>124.7</td>
<td>2.1 Miles</td>
<td>South</td>
</tr>
<tr>
<td>GCC</td>
<td>128.64</td>
<td>Yard</td>
<td>North</td>
</tr>
<tr>
<td>DRGW Lead</td>
<td>171.71</td>
<td></td>
<td>North</td>
</tr>
<tr>
<td>Homer Spur</td>
<td>191.0</td>
<td>1,000</td>
<td>South</td>
</tr>
</tbody>
</table>
10. Grade Chart

[Diagram showing elevation in feet with labels for locations such as Pueblo Jct, Southern Jct, Cedarwood, Lasco, Walsenburg, Mayne, Lynn, Ludlow, and Trinidad.]
1. Speed Regulations

<table>
<thead>
<tr>
<th>1(A). Speed—Maximum</th>
<th>Freight</th>
</tr>
</thead>
<tbody>
<tr>
<td>MP 208.3 to MP 347.2</td>
<td>50 MPH.</td>
</tr>
</tbody>
</table>

1(B). Speed—Permanent Restrictions

<table>
<thead>
<tr>
<th>Rule</th>
<th>Length of Siding (Feet)</th>
<th>Station Nos.</th>
<th>Mile Post</th>
<th>Twin Peaks Subdivision MAIN LINE STATIONS</th>
<th>Type of Operation</th>
<th>Line Segment</th>
<th>Miles to Next Stn.</th>
</tr>
</thead>
<tbody>
<tr>
<td>MP 208.3 to 273.1</td>
<td>40934</td>
<td>208.3</td>
<td>TRINIDAD</td>
<td>B</td>
<td>CTC</td>
<td>477</td>
<td>11.9</td>
</tr>
<tr>
<td>MP 273.1 to 274.4</td>
<td>8.126</td>
<td>220.2</td>
<td>BESHOAR</td>
<td>15.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MP 274.4 to 280.7</td>
<td>7.888</td>
<td>235.2</td>
<td>BARELA</td>
<td>15.8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MP 280.7 to 282.0</td>
<td>8.527</td>
<td>251.0</td>
<td>TRINCHERE</td>
<td>12.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MP 282.0 to 287.7</td>
<td>8.099</td>
<td>263.1</td>
<td>BRANSON</td>
<td>9.2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MP 287.7 to 297.0</td>
<td>7.587</td>
<td>272.3</td>
<td>ALPS</td>
<td>12.2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MP 294.0 to MP 347.2</td>
<td>7.074</td>
<td>284.5</td>
<td>FOLSOM</td>
<td>8.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MP 300.1 to MP 331.6</td>
<td>7.349</td>
<td>292.5</td>
<td>DES MOINES</td>
<td>7.6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MP 300.1 to MP 331.6</td>
<td>8.627</td>
<td>315.6</td>
<td>GRENVILLE</td>
<td>14.8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MP 330.4 to MP 331.6</td>
<td>40807</td>
<td>330.4</td>
<td>ROYCE</td>
<td>16.8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MP 331.6 to MP 342.4</td>
<td>40790</td>
<td>347.2</td>
<td>SIXELA</td>
<td>138.8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MP 342.4 to MP 452.2</td>
<td>40790</td>
<td>454.2</td>
<td>SIXELA</td>
<td>Emergency - 911</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1(C). Speed—Switches and Turnouts

<table>
<thead>
<tr>
<th>Rule</th>
<th>Length of Siding (Feet)</th>
<th>Station Nos.</th>
<th>Mile Post</th>
<th>Twin Peaks Subdivision MAIN LINE STATIONS</th>
<th>Type of Operation</th>
<th>Line Segment</th>
<th>Miles to Next Stn.</th>
</tr>
</thead>
<tbody>
<tr>
<td>MP 208.3 to 273.1</td>
<td>40934</td>
<td>208.3</td>
<td>TRINIDAD</td>
<td>B</td>
<td>CTC</td>
<td>477</td>
<td>11.9</td>
</tr>
<tr>
<td>MP 273.1 to 274.4</td>
<td>8.126</td>
<td>220.2</td>
<td>BESHOAR</td>
<td>15.0</td>
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<tr>
<td>MP 274.4 to 280.7</td>
<td>7.888</td>
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<td>BARELA</td>
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<tr>
<td>MP 280.7 to 282.0</td>
<td>8.527</td>
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<td>TRINCHERE</td>
<td>12.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MP 282.0 to 287.7</td>
<td>8.099</td>
<td>263.1</td>
<td>BRANSON</td>
<td>9.2</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>MP 287.7 to 297.0</td>
<td>7.587</td>
<td>272.3</td>
<td>ALPS</td>
<td>12.2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MP 294.0 to MP 347.2</td>
<td>7.074</td>
<td>284.5</td>
<td>FOLSOM</td>
<td>8.0</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>MP 300.1 to MP 331.6</td>
<td>7.349</td>
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<td></td>
</tr>
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</tr>
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<td>MP 330.4 to MP 331.6</td>
<td>40807</td>
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<td>16.8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MP 331.6 to MP 342.4</td>
<td>40790</td>
<td>347.2</td>
<td>SIXELA</td>
<td>138.8</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1(D). Speed—Other
None.

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

2. Bridge and Equipment Weight Restrictions

<table>
<thead>
<tr>
<th>Maximum Gross Weight of Car</th>
<th>Restriction</th>
<th>Weight Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trinidad to Sixela</td>
<td>143 tons</td>
<td>Restriction C</td>
</tr>
</tbody>
</table>

3. Type of Operation

| CTC—in effect: | MP 208.3 to MP 347.2 |
| TWC—in effect: | MP 294.0 to MP 347.2 |
| ABS—in effect: | MP 294.0 to MP 347.2 |

4. General Code of Operating Rules Items

<table>
<thead>
<tr>
<th>Rule</th>
<th>Type of Operation</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.19</td>
<td>When flagging is required, the distance will be 2.0 miles.</td>
</tr>
<tr>
<td>8.19</td>
<td>Automatic switches by location: Grande, Grenville, Royce, and Sixela.</td>
</tr>
<tr>
<td>8.20</td>
<td>Derails are installed on the north and south end of the storage track at Grande.</td>
</tr>
</tbody>
</table>

5. Trackside Warning Detectors (TWD)

- Protecting bridges, tunnels or other structures: None
- 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 266.3—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

<table>
<thead>
<tr>
<th>Auxiliary Tracks—</th>
<th>Station</th>
<th>Milepost</th>
<th>Length</th>
<th>Switch Opens</th>
<th>Track No. or Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grande</td>
<td>300.1</td>
<td>6,670</td>
<td>Both</td>
<td>6498</td>
<td></td>
</tr>
<tr>
<td>Royce</td>
<td>330.4</td>
<td>7,410</td>
<td>Both</td>
<td>6898</td>
<td></td>
</tr>
</tbody>
</table>

Trinidad—All Northward trains must call the Trinidad train dispatcher for instructions before fouling the brick yard crossing.

Do not block the north spur track.

All inbound trains that have work at Trinidad must set the cars out at the electrically locked switch at MP 210.0 - Track #5594 unless instructed otherwise. All work must be reported through VTR prior to dead heading to La Junta. If the train expires on the hours of service law before cars are set out, the dispatcher must be notified. The relieving crew must set the cars out at the electric lock at MP 210.0 - Track #5594. Report the cars through VTR prior to departing the terminal for another train or being relieved by the dispatcher.
When yarding a train in Pass 2, do not block access to North Spur, Track 5596 unless otherwise instructed or if length of train does not allow stopping short of the north spur.

Pass 1 — 7080 feet in length form crossing in front of depot to south fouling point.
Pass 2 — 6540 feet in length from fouling point of north spur to south fouling point.

Derails in Pass 2 must remain in derailing position after use.

**Grande**—All empty coal trains over 128 cars must reduce their train to 120 cars at Grande and this must be reported through the VTR unless otherwise instructed by the dispatcher or by the local supervisor.

**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.

**Royce**—The track length at Royce is 7600 feet, if storing cars at Royce. Cars must be left at the southern most point. A permanent derail is located on the south end of the storage track. On the north end, protection from the main line must be provided by leaving the spur track lined for spur track movement.

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

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Twin Peaks Subdivision. Refer to Item 21 of the System Special Instructions.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 249.8 to MP 251.1

**Test Miles**—Test Mile Locations:
- MP 343 to MP 342
- MP 305 to MP 304

**Calling Signals**—When a train passes a signal displaying APPROACH indication the conductor must transmit the following information by radio:
- Train identification (initials, engine number and direction)
- (Signal Name) location on (track) at (speed) MPH

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

Example of Transmission: BNSF 9373 West - Approach on Main 1 MP 95.0 at 50 MPH out.

Main Track designation is not required when operating in Single Track territory.

### 8. Line Segments

**Road Line Segments**

**Line Segment Limits**

477 ............ Trinidad to Sixela

### 9. Locations Not Shown as Stations

<table>
<thead>
<tr>
<th>Name</th>
<th>Mile Post Location</th>
<th>Capacity Cars</th>
<th>Switch Opens</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clayton</td>
<td>338.0</td>
<td>30</td>
<td>Both</td>
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</tbody>
</table>
### Speed Tables

<table>
<thead>
<tr>
<th>Time Per Mile</th>
<th>Miles Per Hour</th>
<th>Time Per Mile</th>
<th>Miles Per Hour</th>
<th>Time Per Mile</th>
<th>Miles Per Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min.</td>
<td>Sec.</td>
<td>Min.</td>
<td>Sec.</td>
<td>Min.</td>
<td>Sec.</td>
</tr>
<tr>
<td>- 36</td>
<td>100</td>
<td>- 58</td>
<td>62.1</td>
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<td>40</td>
</tr>
<tr>
<td>- 37</td>
<td>97.3</td>
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<td>61.0</td>
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<td>- 38</td>
<td>94.7</td>
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<td>60.0</td>
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### TERMSDXO

- **T** - Trains
- **E** - Engines
- **R** - Railroad cars
- **M** - Men & equipment fouling track
- **S** - Stop signal
- **D** - Derail or switch lined improperly
- **X** - Crossings at grade
- **O** - Other crew movements

Remember “TERMSDXO” when shoving cars.

### FEET and TENTHS OF A MILE

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To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:

At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

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<thead>
<tr>
<th>Train Speed</th>
<th>Delay to Sound Whistle</th>
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<td>20 MPH</td>
<td>25 seconds</td>
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<tr>
<td>15 MPH</td>
<td>40 seconds</td>
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<tr>
<td>10 MPH</td>
<td>1 minute 10 seconds</td>
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