

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.

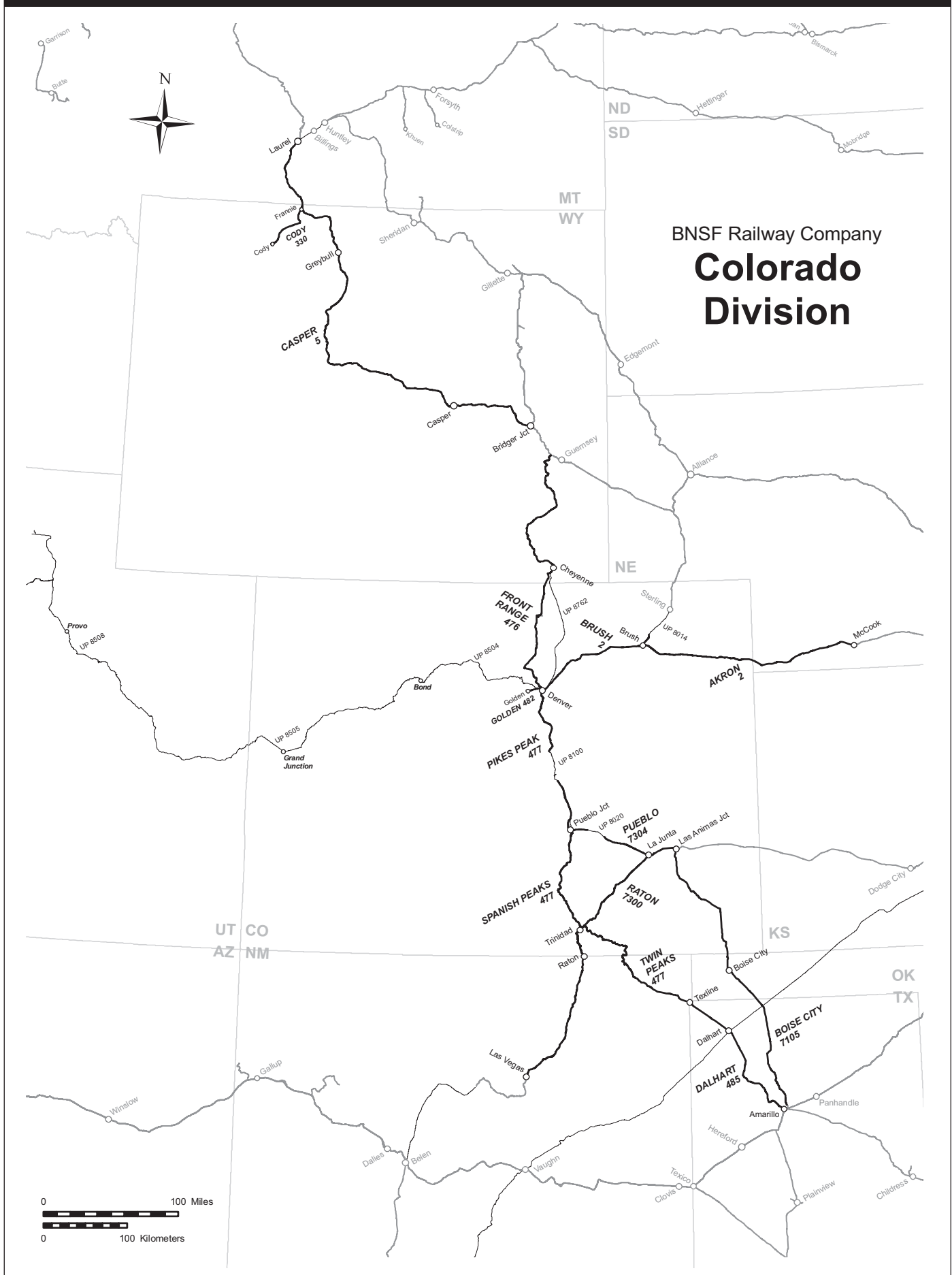
(303) 480-6550

General Director Transportation

Michael F. Sickler

Denver, CO.

(303) 480-6221



Division Managers

Amarillo

J.R. Bahruth..... Road Foreman (806) 379-3306
 D. Berry..... Trainmaster (806) 379-3321
 W.D. Kreutzer..... Signal Supervisor..... (806) 379-3460
 J.W. Varner..... Roadmaster (806) 379-3070

Casper

T.L. Axt..... Road Foreman (307) 473-5221
 J.P. Benison Trainmaster (307) 473-5233

Cheyenne

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

Denver

M.A. Carpenter Division Engineer (303) 480-6393
 B.E. Conlin..... Terminal Manager (303) 480-7978
 E.K. Earle..... Roadmaster (303) 480-6413
 A.D. Fry..... Roadmaster (303) 480-6251
 J.M. Hawkinson..... Trainmaster (303) 480-6351
 M.D. Henderson..... Director Administration..... (303) 480-6227
 W.P. Herrin Superintendent Operations.. (303) 480-6528
 S.P. Hill..... Senior Trainmaster (303) 480-6265
 P.A. Howland..... Manager of Safety..... (303) 480-6342
 C.G. Johansen..... Trainmaster (303) 480-6351
 P.L. Kreger Supt. Operating Practices (303) 480-6211
 K.P. Murray..... Terminal Manager (303) 480-6215
 P.D. Myers..... Asst. Dir. Main. Prod. (303) 480-7416
 C.E. Nance Trainmaster (303) 480-6351
 S.R. Premo Signal Supervisor..... (303) 480-6339
 L.M. Preston Trainmaster (303) 480-6351
 D.D. Rourke Trainmaster (303) 480-6351
 J.E. Sogn Road Foreman (303) 480-6265
 C.L. Stethem..... General Signal Supervisor... (303) 480-6547
 S.M. Thompson..... Terminal Superintendent..... (303) 480-6224
 G.K. Ugrin Trainmaster (303) 480-6351
 VACANT Asst. Terminal Supt..... (303) 480-6452
 A.G. Wickliff Trainmaster (303) 480-6351
 C.S. Wiseman Road Foreman (303) 480-6222

Grand Junction

M.E. Cart Sr. Trainmaster/Rd. Frmn. (303) 480-7418

Greybull

C.T. Jordan..... Roadmaster (307) 765-4235
 A.J. Toland Trainmaster (307) 765-4255

La Junta

A.P. Campos Roadmaster (719) 384-3823
 L.G. Taylor..... Trainmaster (719) 384-3702

McCook

K.D. Cole..... Roadmaster (308) 345-5971

Pueblo

VACANT Trainmaster (303) 480-7908
 L.R. Guerrero..... Roadmaster (719) 549-3528
 D.L. Markely..... Road Foreman (719) 549-3525
 B.L. Schultz..... Signal Supervisor..... (719) 549-3534

Raton

D.P. Rivera Roadmaster (575) 445-7252

Sterling

J.W. Hartwig..... Trainmaster (970) 526-2221

Trinidad

T.D. Bertrand..... Trainmaster (719) 845-4121
 M.F. Boyd Superintendent Operations.. (719) 845-4183
 W.A. Meidinger Roadmaster (719) 845-4146
 B.W. Roeder..... Road Foreman (719) 845-4122
 W.G. Thurston..... Mechanical Foreman..... (719) 845-4156

Length of Siding (Feet)	Station Nos.	Mile Post	Akron Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
7,851	20724	287.8	McCOOK	BT	CTC	2	1.2
	20726	289.0	CP 2890				11.0
6,584	20735	300.0	CULBERTSON	J			8.5
7,022	20745	308.5	TRENTON				11.9
6,650	20757	320.4	STRATTON				10.3
6,779	20767	330.7	MAX				8.4
7,270	20775	339.1	BENKELMAN				10.4
7,017	20785	349.5	PARKS				11.6
6,716	20797	361.1	HAIGLER				15.9
9,140	20813	377.0	WRAY				8.6
6,426	20821	385.6	ROBB				6.6
7,101	20828	392.2	ECKLEY				13.3
6,716	20841	405.5	YUMA				8.5
6,658	20850	414.0	CALHOUN				9.0
6,674	20859	423.0	PLATNER				7.8
8,231	20867	430.8	AKRON				13.5
5,718	20880	444.3	PINNEO				8.9
		453.2	EAST BRUSH	JT			165.4

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

Radio Call-In		
Culbertson - 21(X)	Benkleman - 22(X)	Wray - 23(X)
Yuma - 24(X)	Akron - 25(X)	Brush - 26(X)
Merino - 20(X)		
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

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

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 287.8 to MP 453.2	79 MPH	60 MPH.
Trains 100 TOB and over		45 MPH.

1(B). Speed—Permanent Restrictions

MP 288.0 to MP 288.2	30 MPH	30 MPH.
MP 288.2 to MP 288.9		60 MPH.
MP 430.5 to MP 431.5	50 MPH	40 MPH.
MP 431.5 to MP 434.0	60 MPH	50 MPH.
East Brush to Brush Jct.	35 MPH	35 MPH.

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

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

Temperature Speed Restrictions

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

MP 289.0 to MP 453.0	
Trains 100 TOB and over	40 MPH.
Trains up to 100 TOB	65 MPH
	50 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car:

McCook to East Brush.....143 tons, Restriction A

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

Wray—Mill track

3. Type of Operation

CTC—in effect:

MP 287.8 to MP 453.2

4. General Code of Operating Rules Items

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

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

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

5. Trackside Warning Detectors (TWD)

- Protecting bridges, tunnels or other structures: None
- Other TWD locations
 - MP 312.0—Recall Code 218—Channel 70
 - MP 327.0—Recall Code 227—Channel 70
 - MP 343.8—Recall Code 228—Channel 70
 - MP 368.7—Recall Code 238—Channel 70
 - MP 379.9—Recall Code 247—Channel 70
 - MP 400.4—Recall Code 248—Channel 70
 - MP 426.6—Recall Code 258—Channel 70
 - MP 450.7—Recall Code 257—Channel 66

6. FRA Excepted Track—None

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

Line Segment Limits

902 McCook Yard

Road Line Segments

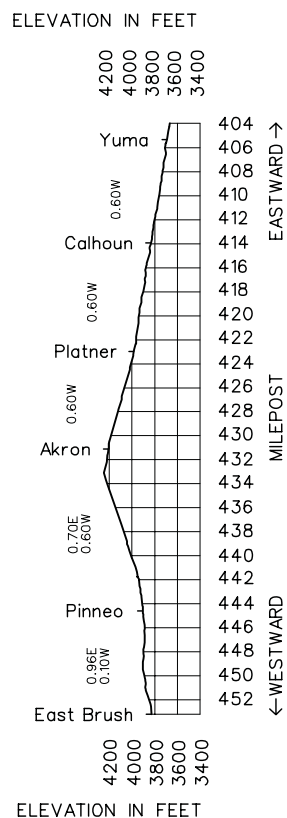
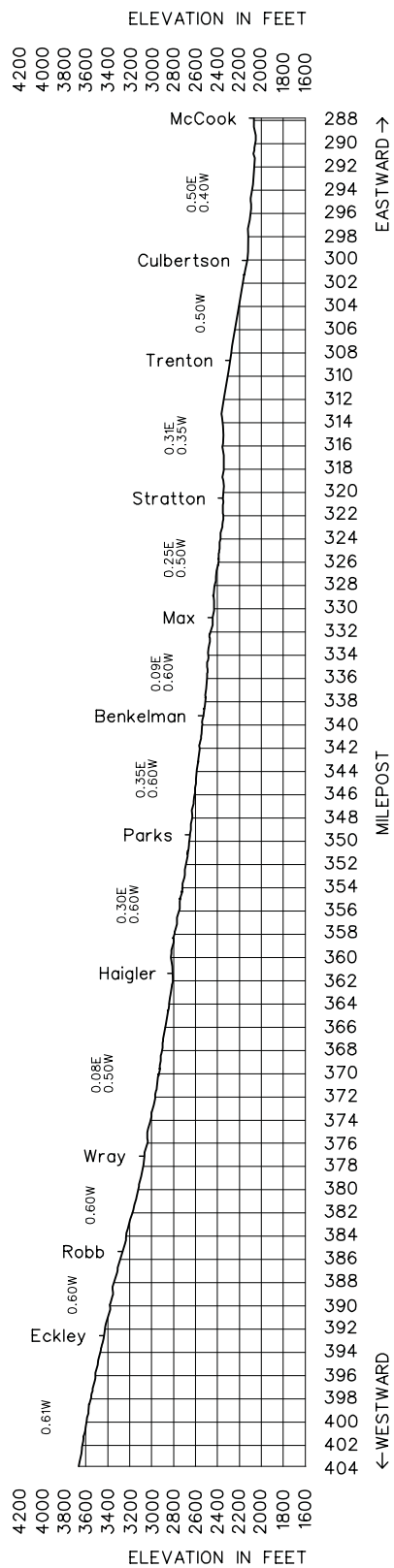
Line Segment Limits

2 McCook to East Brush

9. Locations Not Shown as Stations

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

10. Grade Chart



S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Boise City Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ N O R T H W A R D
		56700	554.9	LA JUNTA	BCPT X(2)Y	2MT ABS ATS	7300	0.9	
			554.0	CP 5540	Y	2MT CTC ATS		3.3	
			550.7	CASA				14.7	
	8,300	58060	536.0	LAS ANIMAS		CTC ATS	7105	2.4	
			533.6 235.5	LAS ANIMAS JCT.	J			38.9	
	7,700	40525	196.6	FRICK				23.5	
		40500	173.1	SPRINGFIELD			TWC	2.9	
	7,700		170.2	SOUTH JCT.				18.6	
	7,450	40430	151.6	CAMPO				29.0	
	7,100	40400	122.6	BOISE CITY	P		CTC	22.5	
	8,200	40342	100.1	KERRICK				14.4	
	3,168	40324	85.7	STRATFORD				0.2	
			85.5	UP RRX	JM		TWC	21.5	
		53330	64.0	ETTER	T			5.7	
	7,920	53320	58.3	MACHOVEC				6.2	
		53300	52.1	DUMAS	P		CTC	10.8	
		53270	41.3	BAUTISTA				14.1	
		53250	27.2	MARSH				19.0	
	8,300	53220	8.2	JUILLIARD			TWC	7.2	
			1.0	DUMAS JCT.	JRT			1.0	
			0.0	BC JCT.	JM			256.8	

Radio Channel 72 in Service

Radio Call-In		
Amarillo - 36 - 43(X)	Amarillo 72 - 41(X)	Masterson - 42(X)
Dumas - 39(X)	Stratford - 38(X)	Boise City - 37(X)
Campo - 36(X)	Springfield - 35(X)	Frick - 34(X)
Gilpin - 32(X)	Ruxton - 31(X)	La Junta - 41(X)
Emergency - 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Dispatcher Telephone Numbers

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

Train Dispatcher—DS 94, (817) 234-1640, Fax (817) 234-6075

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

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

	Passenger	Freight
MP 554.9 to MP 533.6	79 MPH.....	55 MPH.
MP 235.5 to MP 1.0		49 MPH.
Including trains 100 TOB and over		

1(B). Speed—Permanent Restrictions

	Passenger	Freight
MP 554.9 to MP 554.2	40 MPH.....	40 MPH.
MP 554.2 to MP 553.6	79 MPH.	
MP 553.1 to MP 552.8	60 MPH.	
MP 551.6 to MP 551.4	79 MPH.	
MP 548.0 to MP 547.9	79 MPH.	
MP 545.8 to MP 544.9	79 MPH.	
MP 543.9 to MP 543.1	79 MPH.	
MP 536.5 to MP 536.4	79 MPH.	
MP 235.5 to MP 234.8	40 MPH.	
MP 174.4 to MP 172.0	25 MPH.	
MP 123.8 to MP 123.2	20 MPH.	
MP 121.6 to MP 121.3	20 MPH.	
MP 113.9 to MP 111.3	25 MPH.	
MP 85.5 UP RRX	30 MPH.	
MP 51.9 to MP 51.6	30 MPH.	
MP 31.1 to MP 30.8	45 MPH.	
MP 27.5 to MP 27.2	25 MPH.	
MP 25.8 to MP 25.5	40 MPH.	
MP 23.5 to MP 22.4	30 MPH.	
MP 22.4 to MP 22.2	40 MPH.	
MP 21.1 to MP 20.8	40 MPH.	
MP 20.1 to MP 19.8	40 MPH.	
MP 17.9 to MP 17.6	40 MPH.	
MP 11.2 to MP 10.6	40 MPH.	
MP 1.0 to MP 0.0	20 MPH.	

1(C). Speed—Switches and Turnouts

MP 550.7, turnout to Main 1		
Less than 100 TOB	30 MPH.....	30 MPH.
100 TOB and over	25 MPH.....	25 MPH.
MP 536.0, both ends siding		
Less than 100 TOB	30 MPH.....	30 MPH.
100 TOB and over	25 MPH.....	25 MPH.
MP 533.6, turnout from Boise City Sub. to La Junta Sub.		
Less than 100 TOB	30 MPH.....	30 MPH.
100 TOB and over	25 MPH.....	25 MPH.
Through turnouts and siding		
Frick, South Jct., and Machovec	20 MPH.	
All other sidings	10 MPH.	

1(D). Speed—Other

Dumas Jct., West Leg of Wye	20 MPH.
Dumas Jct., East Leg of Wye	20 MPH.
Asarco—SWPS Industrial Spur, MP 0.0 to MP 4.0	10 MPH.

Temperature Speed Restrictions—None.

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

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

La Junta to Las Animas Jct..... 143 tons, Restriction C

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

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

MP 554.9 to MP 554.0

CTC—in effect:

MP 554.0 to MP 533.6

MP 85.6 to MP 85.4

MP 1.0 to MP 0.0

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

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

Multiple Main Tracks—

2MT: MP 554.9 to MP 550.7

TWC—in effect:

MP 235.5 to MP 85.6

MP 85.4 to MP 1.0

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 RRR	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 120.5—Exception Reporting

MP 115.0—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—Facing point switches for southbound movements are checked in Zones 25-35 and Zones 40-49.

Milepost Location	Zone	Call Code
MP 235.5 to MP 234.6	1	234
MP 234.6 to MP 229.6	2	229
MP 229.6 to MP 224.0	3	224
MP 224.0 to MP 218.9	4	218
MP 218.9 to MP 214.3	5	214
MP 214.3 to MP 210.0	6	210
MP 210.0 to MP 205.0	7	205
MP 205.0 to MP 200.8	8	200
MP 200.8 to MP 196.3	9	196
MP 196.3 to MP 191.1	10	191
MP 191.1 to MP 185.7	11	185
MP 185.7 to MP 180.8	12	180
MP 180.8 to MP 175.8	13	175

MP 175.8 to MP 170.9	14	171
MP 170.9 to MP 165.8	15	165
MP 165.8 to MP 160.5	16	160
MP 160.5 to MP 155.35	17	155
MP 155.35 to MP 150.45	18	150
MP 150.45 to MP 145.5	19	145
MP 145.5 to MP 140.5	20	140
MP 140.5 to MP 135.35	21	135
MP 135.35 to MP 130.4	22	130
MP 130.4 to MP 126.4	23	126
MP 126.4 to MP 121.2	24	121
MP 121.2 to MP 116.6	25	116
MP 116.6 to MP 111.9	26	111
MP 111.9 to MP 105.9	27	105
MP 105.9 to MP 100.51	28	100
MP 100.51 to MP 96.2	29	096
MP 96.2 to MP 92.0	30	092
MP 92.0 to MP 87.0	31	087
MP 87.0 to MP 84.1	32	084
MP 84.1 to MP 78.6	33	078
MP 78.6 to MP 74.6	34	074
MP 74.6 to MP 69.6	35	069
MP 69.6 to MP 64.6	36	065
MP 64.6 to MP 59.5	37	059
MP 59.5 to MP 54.8	38	054
MP 54.8 to MP 50.2	39	050
MP 50.2 to MP 45.5	40	045
MP 45.5 to MP 40.8	41	040
MP 40.8 to MP 36.5	42	036
MP 36.5 to MP 31.7	43	031
MP 31.7 to MP 26.9	44	026
MP 26.9 to MP 22.0	45	022
MP 22.0 to MP 16.9	46	016
MP 16.9 to MP 12.0	47	012
MP 12.0 to MP 7.4	48	007
MP 7.4 to MP 2.9	49	002

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.

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.

Track Integrity Warning Devices		
Message/ Indication	Train Crew Action	Additional Instructions
Devices announces "BNSF MP XXX.X Zone X integrity OK." (This message will transmit when initiated by hy-rail vehicle or response to call code)	Proceed.	None.
No announcement and indicator is dark.	Proceed.	None.
Device announces "BNSF MP XXX.X Zone X integrity Down."	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.	Report findings to train dispatcher.
Incomplete Message	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.)	Report to train dispatcher.
White track integrity warning indicator is flashing on housing at the Zone sign.	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.	Report findings to train dispatcher.

6. FRA Excepted Track

La Junta 101—111

7. Special Conditions Auxiliary Tracks—

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

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

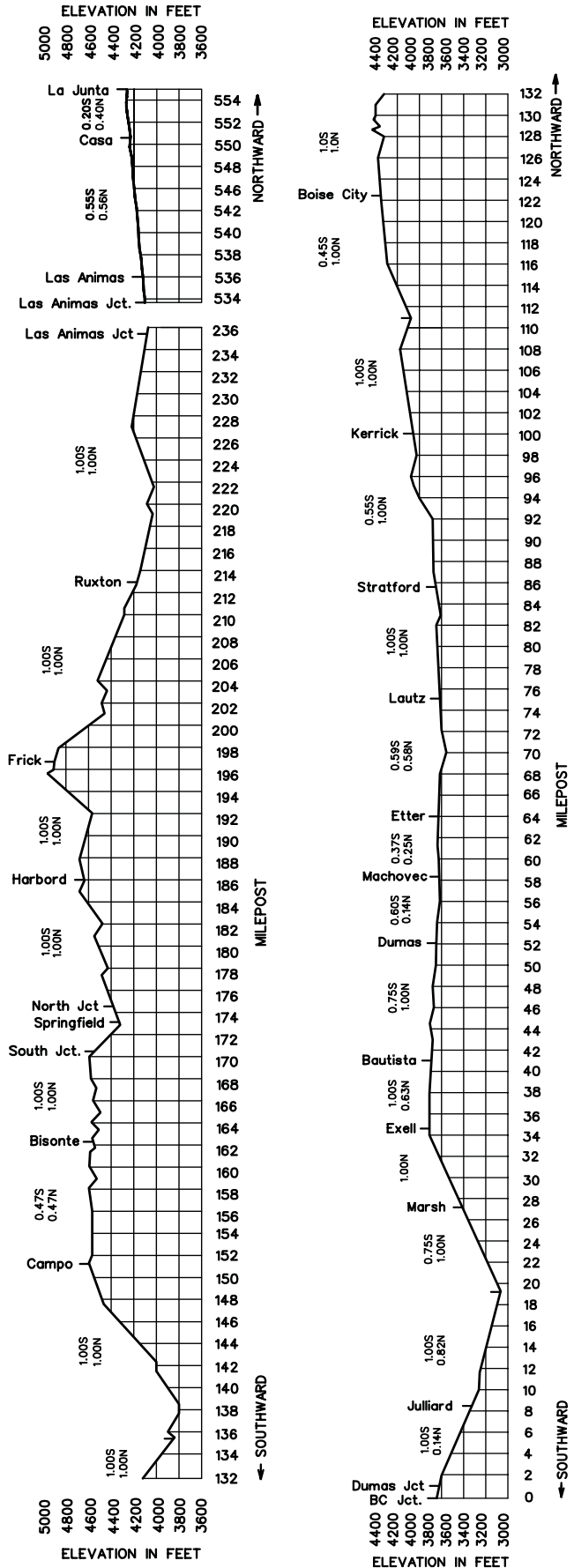
7300 La Junta to Las Animas Jct.

7105 Las Animas Jct. to BC Jct.

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Cars	Switch Opens
Margaret - BO Setout Trk.	226.1	15	South
Ruxton	212.9	25	South
Harbord	180.9	7	South
Manter Industrial Spur	172.0	3.97 miles	South
Bisonte	162.5	35	South
Castenada	135.0	35	South
CV Industrial Spur	121.2	4.4 miles	South
James R. Lovell	82.8	27	South
Lautz	75.1	30	South
Triangle Grain Co.	61.9	12	South
Machovec Industrial Spur	57.8	306	North
Farmers Grain Co.	57.5	6	South

10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Brush Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		84081	115.1	STERLING	BJTR		907		
				UP track between Sterling (UP MP 57.5) and Union (UP MP 81.1) is dispatched by BNSF train dispatchers.					
	8,277		57.5	STERLING	Y	ABS TWC		17.8	
	6,910	84100	75.3	MESSEX				5.8	
		84105	81.1 138.6	UNION				2.6	
	7,231	84109	141.2	NEW HILLROSE		21		6.8	
			148.0	BRUSH JCT. To East Brush 0.9	JT			2.0	
	N7,308 S7,112	20891	150.0 454.9	BRUSH CENTER To East Brush 1.7	BJT			1.6	
			456.5	WEST BRUSH		2		1.5	
		20894	458.0	PAWNEE JCT.	J			6.3	
	6,220	20900	464.3	FT. MORGAN				4.2	
	7,870	20904	468.5	BIJOU		CTC		10.4	
	6,954	20915	478.9	WIGGINS				10.2	
	7,133	20924	489.1	CREST				6.6	
	7,048	20932	495.7	ROGGEN		2		9.7	
	7,101	20941	505.4	KEENESBURG				7.6	
	6,146	20949	513.0	HUDSON				5.5	
	7,191	20954	518.5	TONVILLE		135		6.0	
	7,613	20960	524.5	BARR				7.2	
	7,656	20968	531.7	IRONDALE				5.6	
		20973	537.3	UP CROSSING	M	Rule 6.28		2.3	
			539.6	48TH AVE.				1.6	
		20977	541.2	31ST STREET YARD	BT			0.3	
			541.5	23RD STREET	MJ	2MT CTC		0.2	
			541.7 0.0	20TH STREET				121.8	

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.

Radio Call-In		
Merino - 20(X)	Brush - 26(X)	Wiggins - 27(X)
Keenesburg - 28(X)	Barr - 29(X)	Denver - 31(X)
South Denver - 32(X)	Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

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

UPRR Dispatcher

(800) 726-1178

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 57.7 to MP 138.6 (UP Trackage).....		50 MPH.
MP 138.6 to MP 150.0		60 MPH.
MP 453.2 to MP 542.1	79 MPH.	60 MPH.
Trains 100 TOB and over.....		50 MPH.
Empty coal trains		60 MPH.

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

New Hillrose, through turnouts and on siding	
Trains under 100 TOB	40 MPH.
Trains 100 TOB and over.....	25 MPH.
Hudson, through siding	10 MPH.
Through turnouts from main track to Coal 1, Coal 2 and south lead at 38th Street.....	20 MPH.
Through turnouts entering sidings unless otherwise designated	20 MPH.
Trains departing sidings on a proceed signal indication, only after engine has passed signal:	
Trains under 100 TOB	40 MPH.
Trains 100 TOB and over.....	25 MPH.

1(D). Speed—Other

Sterling, on UP siding	10 MPH.
Messex, on siding	10 MPH.
When leaving Pawnee Power Plant MP 458.76	
County Road Q, EWD, (HER)	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, Louisberg 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:**2 MT:**

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 NKCRR 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 8.3—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 spotting 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 closed than 125 feet from the east or west fences unless unloading direction is opposite of the fence.
3. When spotting railcars that will remain coupled while being unloaded, the distance between cars must be between 38 inches and 49 inches measured from ramp plate eyelet to ramp eyelet. A chain with the acceptable tolerance range painted yellow is located at the east rail entrance gate.
4. A 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 UPRR North Yard or 36th St. Yard, all switches are to be treated as rigid switches. Any variable switches must be lined by hand for the intended route.

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.

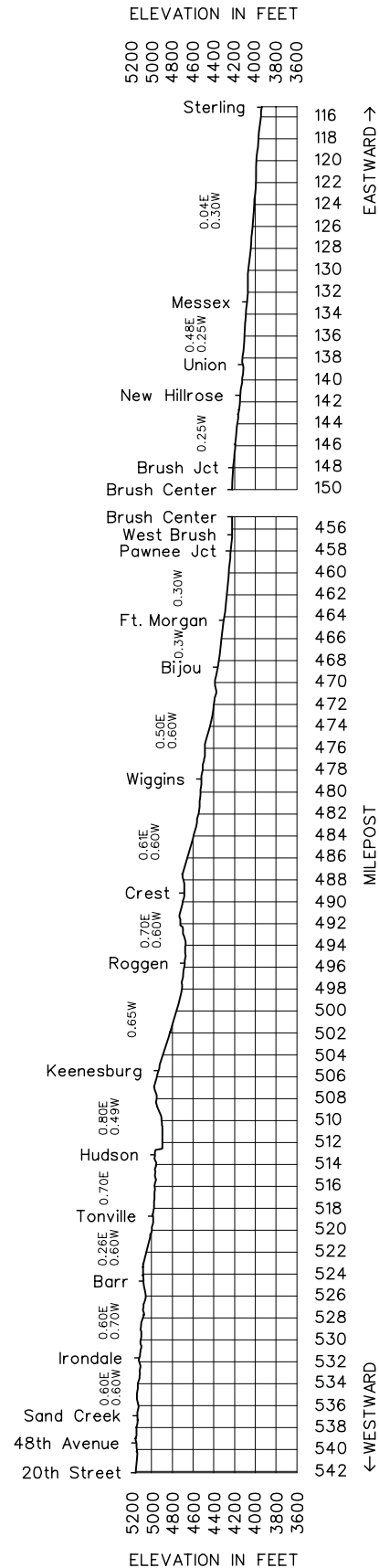
Main Track designation is not required when operating in Single Track territory.

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

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

10. Grade Chart

NOTE: The following excerpts from the Canyon Subdivision are being provided for **information purposes only**. See the General Orders for the Canyon Subdivision, Powder River Division for all amendments to this information.

Length of Siding (Feet)	Station Nos.	Mile Post	Canyon Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
4,667	32137	103.3	WENDOVER	JT			4.5
		107.8	EAST CASSA		CTC		3.2
	32145	111.0	CASSA				0.7
		111.7	WEST CASSA		2MT CTC		6.8
	32153	118.5	EAST ELKHORN		CTC	5	4.3
		122.8	WEST ELKHORN		2MT CTC		6.4
7,083	32162	129.2	BONA		CTC		4.0
		133.2	BRIDGER JCT	J	CTC		29.9

Radio Channel 77 in service.

Radio Call-In		
Wendover - 84(X)	Bona - 85(X)	Emergency - Call 911
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=55		

Train Dispatcher Telephone Numbers

Valley Dispatcher (DS79) (817) 234-6183, Fax (817) 234-6171

1. Speed Regulations

1(A). Speed—Maximum

MP 103.3 to MP 133.2	Freight
Trains 100 TOB and over	40 MPH.
Trains up to 100 TOB	50 MPH.

1(B). Speed—Permanent Restrictions

MP 103.3 to MP 115.0	35 MPH.
MP 107.8 to MP 111.7 MT 2	25 MPH.
MP 125.2 to MP 127.5	35 MPH.

1(C). Speed—Switches and Turnouts

Through all turnouts equipped with dual control switches and on sidings unless otherwise specified25 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:

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

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

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Wendover to Bridger Jct.143 tons, Restriction A

3. Type of Operation

CTC—in effect:

MP 103.3 to MP 133.2

Multiple Main Tracks—in effect:

2 MT:

MP 107.8—MP 111.7

MP 118.5—122.8

4. General Code of Operating Rule Items

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

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures:

MP 112.1—Recall Code 198

B. Other TWD locations

MP 112.1—Recall Code 198

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

Excessive Wind Warnings—The first sentence of System Special Instructions, Item 33 is amended to read: When wind warnings in excess of 60 MPH are received, the train dispatcher will notify all trains and employees with movement authority in the area, providing the time and limits of the expected winds.

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

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

8. Line Segments

Road Line Segments

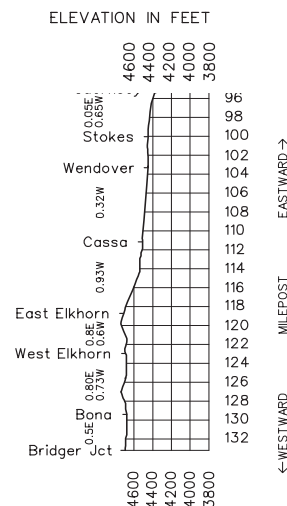
Line Segment Limits

5 Wendover to Bridger Jct.

9. Locations Not Shown as Stations

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

10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Casper Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
		30855	514.47	LAUREL	BJR			8.5	
5,247		32541	506.0	SILESIA				12.3	
5,014		32528	493.7	FROMBERG				6.9	
		32521	486.8	EAST BRIDGER				10.7	
8,115		32511	476.1	WADE				10.8	
		32500	465.2	LIMESTONE				6.1	
4,470		32493	458.9	FRANNIE	JT			6.3	
		32487	452.9	DEAVER				5.8	
		32481	447.2	COWLEY				5.4	
		32476	441.7	LOVELL				9.9	
7,113		32466	431.7	KANE				9.8	
		32456	422.0	HIMES				6.6	
4,203		32450	415.3	SPENCE				11.5	
6,500		32438	403.9	GREYBULL	BR			7.8	
		32431	396.2	BASIN				8.9	
3,435		32422	387.2	MANDERSON				11.1	
		32411	376.7	DURKEE				7.8	
		32403	368.4	WORLAND				8.5	
7,551		32394	359.9	PULLIAM				11.8	
3,621		32382	348.0	KIRBY				4.9	
2,654		32377	343.1	LUCERNE		TWC	5	7.1	
		32370	336.0	THERMOPOLIS				4.4	
		32366	331.7	MINNESELA				8.7	
		32358	323.2	DORNICK				8.0	
5,027		32349	314.7	PIPER				10.8	
8,400		32339	304.0	BONNEVILLE				0.5	
		32338	303.9	SHOBON	J			13.4	
6,402		32325	290.4	GATE				17.2	
		32307	273.8	MADDEN				13.5	
6,600		32294	260.4	ARMINTO				19.0	
7,990		32275	241.5	POWDER RIVER				17.6	
4,100		32257	223.9	BUCKNUM				10.6	
5,726		32247	213.0	BISHOP				11.1	
		32236	202.2	CASPER	BR			24.0	
5,492		32212	178.2	GLENROCK				7.2	
		32205	171.0	CLAYTON	J			12.5	
5,490		32192	158.6	RICHARDS				9.8	
3,750		32182	148.8	DOUGLAS				14.4	
5,628		32167	134.4	ORIN	R			1.2	
			133.2	BRIDGER JCT.	JR			382.3	

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.

Radio Call-In		
Douglas - 61(X)	Glenrock - 64(X)	Casper - 53(X)
Powder River - 46(X)	Arminto - 57(X)	Lysite - 49(X)
Boysen - 54(X)	Thermopolis - 59(X)	Copper - 51(X)
Worland - 56(X)	Greybull - 58(X)	Sheep Mountain - 52(X)
Frannie - 50(X)	Basin - 48(X)	Laurel - 53(X)
East Bridger = 55(X)	Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

Laurel to Casper –

Montana Branch Split Dispr – Mon. thru Fri. – 0800 to 1600 Only
(817) 867-7093, Fax (817) 234-1606

Montana Branch Dispr – when not handled by Split Dispr
(817) 867-7109, Fax (817) 234-6074

Casper to Bridger Jct. –

Front Range Dispr – Daily 0600 to 2200

(817) 234-6054, Fax (817) 234-6075

Trinidad/Front Range Combined Dispr – Daily 2200 to 0600
(817) 234-6055, Fax (817) 234-6076

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 196.5 30 MPH.

MP 316.4 to MP 338.5 30 MPH.

MP 413.5 to MP 414.4 30 MPH.

MP 423.4 to MP 424.0 10 MPH.

MP 424.0 to MP 425.0 30 MPH.

MP 438.6 to MP 438.9 35 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

Subdivision	Hot Weather When temp. is 85 degrees F or greater	
Casper	35	Trains 100 TOB and over
	35	Freight trains up to 100 TOB
	35	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 derailling 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 onsite and 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.

Auxiliary Tracks—Auxiliary tracks exist at the following stations:

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

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

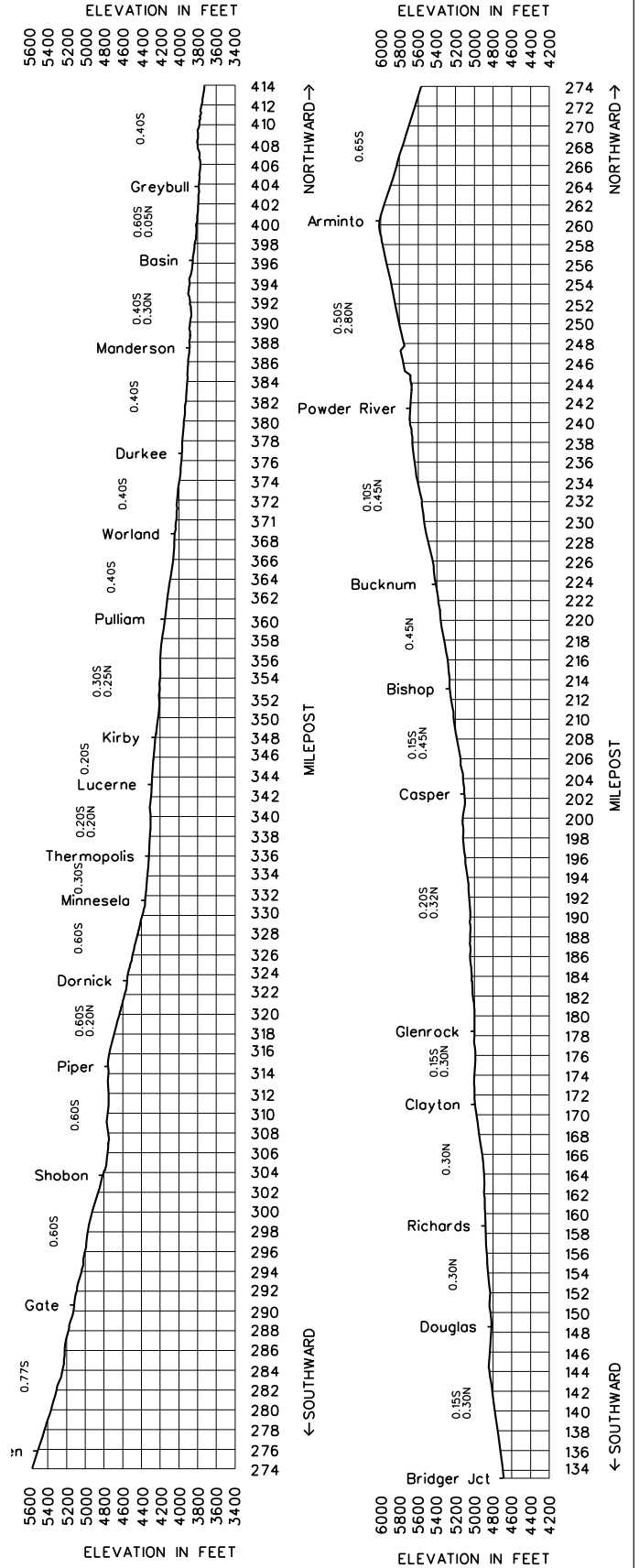
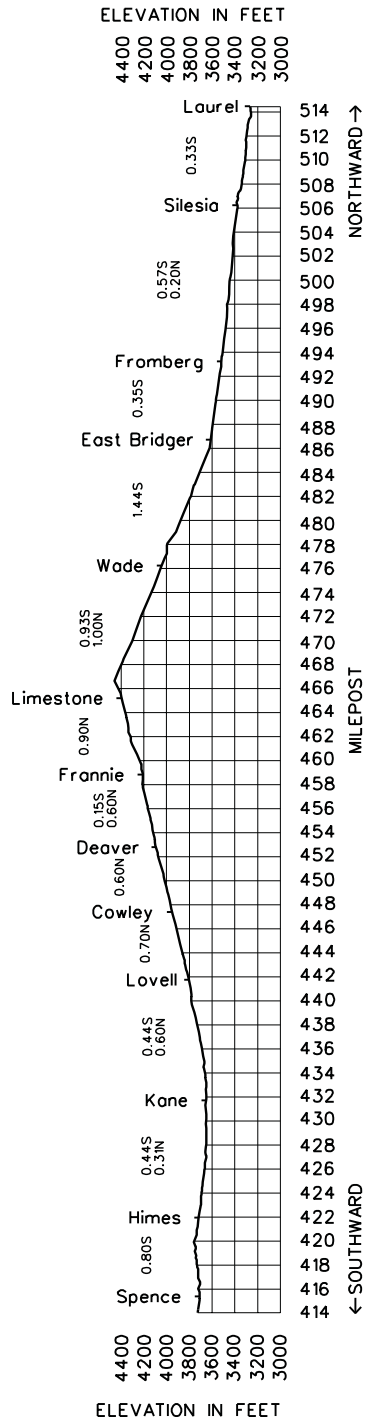
Line Segment Limits

5 Bridger Jct. to Laurel, MP 133.2 to MP 514.51

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
32167 Orin / Back Track	Orin	1,400	Both
32207 Dave 2 Tracks	1.6 north of Clayton	6,000	South
32269 Sodium	11.3 north of Bucknam	480	South
32318 Lysite	10.1 north of Madden	1,653	South
32405 Coors	2.5 north of Worland	1,417	Both
32446 Stucco	7.7 north of Greybull	2,465	Both
32468 Baroid 2 Tracks	2.0 north of Kane	3,500	Both
32473 Quality 2 Tracks	7.0 north of Kane	1,880	Both
32479 Sage Creek Spur	2.4 north of Lovell	1,200	Both
Wyoming Lime Company	1.5 north of Frannie	1,385	South
32500 Rock Track	Limestone	2,950	Both
32534 Edgar	5.9 north of Fromberg	2,414	North

10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Cody Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		32493	0.8	FRANNIE	RJT			13.7	
		86514	14.5	GARLAND				5.0	
		86519	19.5	POWELL		TWC	330	6.0	
		86525	25.5	RALSTON				17.1	
		86542	42.6	CODY	BRT			41.8	

Radio Channel No. 70 in service.

Radio Call-In
Frannie - 50(X)
Emergency - Call 911
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5

Train Dispatcher Phone Numbers

Montana Branch Dispatcher:
(817) 867-7109, Fax (817) 234-6074.

1. Speed Regulations

1(A). Speed—Maximum

MP 0.8 to MP 42.6 **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

Powell—Leading car or engine over Bent Street Crossings,
Bent St is MP 19.96..... 10 MPH.
Frannie—East Leg of Wye 5 MPH.
Cody Yard Tracks..... 5 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Frannie to Cody 143 tons, Restriction D
Six-axle locomotives and six-axle derricks are not permitted on the following tracks:
O'Donnell—Track 3640, Set Out Track
Frannie—Loaded grain trains not permitted on east leg of wye.

3. Type of Operation

TWC—in effect:

MP 0.8 to MP 42.6

Restricted Limits—in effect:

MP 40.6 to MP 42.6

MP 0.8 to MP 2.0

MP 457.9 (Casper Subdivision) to MP 1.3

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Cody—Locomotives must be parked on the main track beside the depot. DO NOT park locomotives on the cement track.

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

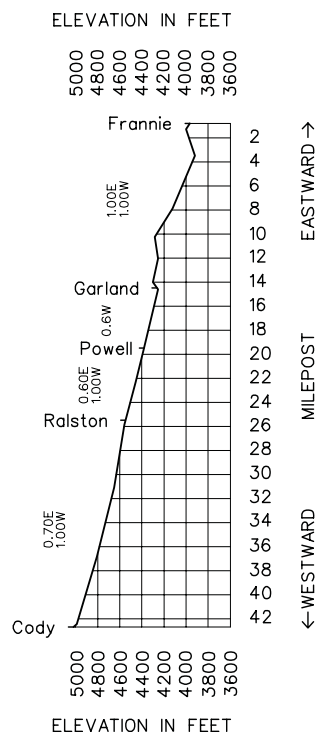
Road Line Segments

Line Segment	Limits	Mileposts
330	Frannie to Cody.....	0.8 to 42.7

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
85722 O'Donnell	2.5 west of Powell	17	Both
86525 Busch Ag Res	1.4 west of Ralston	26	East

10. Grade Chart



SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Dalhart Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
		40790	347.2 454.2	SIXELA				1.3	
	N. 8800 S. 8400	40788	452.9	TEXLINE		ABS TWC		11.3	
		40777	441.6	PERICO				7.1	
	6,904	40770	434.5	GUY				16.9	
		40753	417.6	DALHART	BMRT			0.1	
			417.5	UP RRX	JM	CTC		13.8	
		40736	403.7	HARTLEY				15.6	
	6,765	40723	388.1	CHANNING		ABS TWC	485	16.4	
	6,771	40708	371.7	TASCOSA				12.5	
	6,488	40691	359.2	BODEN				11.9	
	8,079	40682	347.3	GENTRY				11.6	
		40671	335.7	AMARILLO	BRTY			0.3	
			335.4	DALHART JCT.	JRT			0.5	
			334.9	EAST TOWER	JMT	CTC		119.3	

MP 338.2 to MP 334.9 is under the jurisdiction of the Kansas Division

Radio Channel 70 in service.

Radio Call-In		
Amarillo - 35(X)	Tascosa - 36(X)	Channing - 37(X)
Dalhart - 38(X)	Texline - 39(X)	
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Dispatcher Telephone Number

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

Train Dispatcher (DS 57)—(817) 234-6055, Fax (817) 234-6076

UP Train Dispatcher—(800) 726-1070

UP Channel 70 tone *1 or Channel 14 tone *11

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

MP 454.2 to MP 452.4	49 MPH.
MP 452.4 to MP 452.2	25 MPH.
MP 417.6 to MP 417.5	20 MPH.
MP 387.0 to MP 379.0	45 MPH.
MP 379.0 to MP 361.1	49 MPH.
MP 361.1 to MP 359.3	45 MPH.
MP 359.3 to MP 349.9	49 MPH.
MP 349.9 to MP 341.4	45 MPH.
MP 341.4 to MP 338.0	35 MPH.

1(C). Speed—Switches and Turnouts

Dalhart, North switch Track 4198; Hartley; Boden; Gentry; Dalhart Jct.; turnout to Dalhart Connection and sidings	20 MPH.
Dalhart, South Switch track 4198; Dalhart Jct., turnout to Maywood Wye Track	10 MPH.

1(D). Speed—Other

All sidings not listed in 1(C), Maywood Wye Track	10 MPH.
Dalhart Connection Track	20 MPH.
Bridge 381.3, 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

Texline to Amarillo 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 Exempted Track

Track 7112, ACR Main, Amarillo North Yard (MP 335.5 to MP 334.3).

7. Special Conditions

Auxiliary Tracks—

Station	Milepost	Length	Switch Opens	Track No.
Dalhart	417.9	7,900	Both	
Hartley	403.7	6,900	Both	

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 EDYDHT5 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

Line Segment Limits

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

Road Line Segments

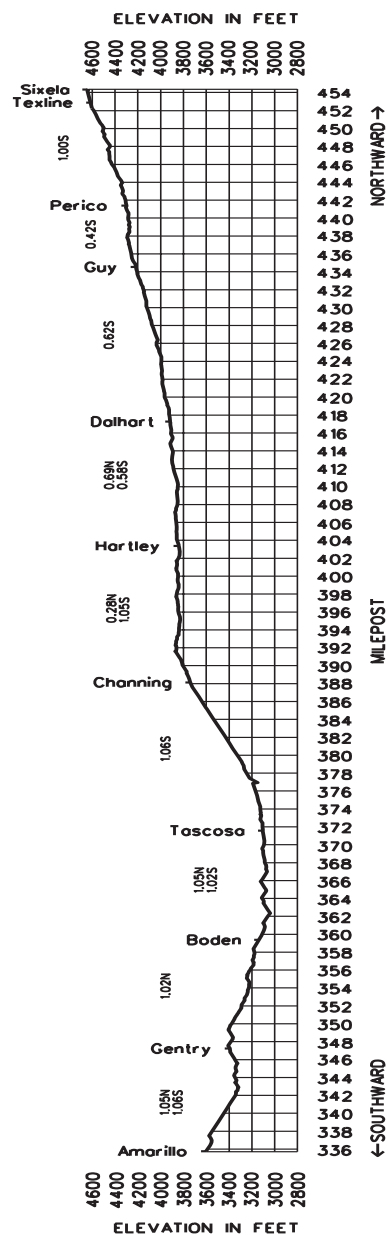
Line Segment Limits

485 Texline to Amarillo

9. Locations Not Shown as Stations

Name	Milepost Location	Capacity Cars	Switch Opens
40767 Ware	431.2	15	South

10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Front Range Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
	8,235	32137	240.8	WENDOVER	JTR			10.2	
	4,660	41367	230.6	DWYER				10.1	
		41357	220.5	MOBA JCT.	J			6.2	
	5,832	41351	214.3	WHEATLAND	B			11.7	
	3,942	41339	202.6	BORDEAUX				13.9	
	8,182	41325	188.7	CHUGWATER				18.7	
	4,011	41307	170.0	LAMBERT				13.0	
	4,634	41294	157.0	ALTUS				4.6	
	3,921	41289	152.4	HORSE CREEK				13.6	
	8,562	41276	138.8	FEDERAL				19.4	
		41256	119.4	CHEYENNE	BTR			6.4	
	3,942	41249	113.0	SPEER				13.4	
	4,988	41236	99.6	NORFOLK		TWC		2.9	
		41233	96.7	PLATTE RIVER JCT.	J			5.0	
	7,216	41228	91.7	OWL CANYON			476	15.2	
	7,295	41213	76.5	NORTH YARD				1.9	
			74.6	UPRR CROSSING	U			0.2	
		41211	74.4	FT. COLLINS	JT			13.7	
	4,079	41197	60.7	LOVELAND				10.3	
	7,685	41187	50.4	LONGS PEAK				1.2	
	1,920	41186	49.2	HIGHLAND				5.6	
		41180	43.6	LONGMONT To Barnett 9.0	RBJT			16.3	
	3,948	41168	27.3	BOULDER				13.3	
	8,976	41151	14.0	BROOMFIELD To Lafayette 7.7	J			9.5	
		41141	4.5	CLEAR CREEK	R			1.1	
		41140	3.4	UTAH JCT.	MJR			2.4	
		84301	1.0	PROSPECT JCT. To Fox, To 20th St., To Rennick	JXR			0.2	
			0.8	23RD STREET	MJ			0.8	
		41137	0.0	DENVER UD	BJ	Rule 6.28		240.8	

Radio Channel 70 in service Wendover to Clear Creek.

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

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

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

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

Radio Channel 78 in service as Yard Information Channel, including all BNSF crew haulers and contract drivers.

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

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

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

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

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

Radio Call-In		
Longmont - 31(X)	Berthoud - 32(X)	Ft. Collins - 43(X)
Cheyenne - 34(X)	Horse Creek - 35(X)	Farthing - 39(X)
Chugwater - 36(X)	Wheatland - 37(X)	Wendover - 38(X)
Denver - 62(X)	Golden - 63(X)	Broomfield - 61(X)
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

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

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

1(B). Speed—Permanent Restrictions

MP 238.0 to MP 227.0	30 MPH.
MP 220.5 to MP 219.0	25 MPH.
MP 217.5 to MP 213.5	40 MPH.
MP 211.3 to MP 206.8	30 MPH.
MP 165.3 to MP 146.8	30 MPH.
MP 146.8 to MP 143.2	40 MPH.
MP 132.0 to MP 130.4	40 MPH.
MP 110.6 to MP 110.1	30 MPH.
MP 105.7 to MP 99.6	40 MPH.
MP 78.5 to MP 74.7	20 MPH.
Southward trains from MP 74.7 until lead locomotive has passed Prospect Street MP 72.8.....	
Northward trains from Prospect Street MP 72.8 until entire train has passed North College Avenue MP 74.7.....	
MP 72.8 to MP 68.8	40 MPH.
MP 62.0 to MP 58.3	25 MPH.
MP 54.7 to MP 53.7	40 MPH.
MP 49.8 to MP 45.8	40 MPH.
MP 32.1 to MP 27.0 (HER)	20 MPH.
MP 27.0 to MP 13.7	30 MPH.
MP 6.5 to MP 4.0	25 MPH.
Broomfield to Lafayette	10 MPH.
Longmont to Barnett	10 MPH.
Junction Switch to Price Crossing, Price St. Xing (HER)	5 MPH.

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

1(D). Speed—Other

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

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

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

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).

Utah Jct. Via Rennick—Trains and MW must communicate
 with the yardmaster at Rennick prior to entering restricted limits.
 Trains or engines moving north off either packer track at Rennick
 Yard must have authority from the UPRR dispatcher (Channel
 92, Call-In *86) to make the move through Utah Jct., including
 any reverse movements. You must continuously occupy the
 limits of the manual interlocking prior to making your reverse
 move. If for any reason, you leave the limits of the interlocking,
 you must again obtain authority from the UPRR dispatcher.
 When crossing over the Main Track at Utah Junction, permission
 must be obtained from the UPRR dispatcher on Channel 92,
 *86, before any crossover movement is made, or any switches
 lined, from either the North Main Track to the UPRR Main Track
 or the UPRR Main Track to the North Main Track.

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/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:

Denver

Bio Energy - Tracks 1320 and 1321

Ashland 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 crews 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 dumper operator when they arrive the Moba main line switch on Channel 70 for instructions. It is the responsibility of the BNSF crew to spot 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) ___ 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.

PRR Platte River Junction—Crews handling PRR 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 crews responsibility to get a fully charged ETD. Separate the train from where the engines are in 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 require 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 south end of Owens Corning and will be moving cars within their plant and on the lead with a track mobile. A split rail derail has been installed at the north end of Rocla's leased area when Rocla personnel are working on or in the vicinity of the track, and to prevent Rocla from accessing trackage not leased. A private lock on the derail will provide protection for Rocla employees. When 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.

Signs will be placed at the outside limits of each zone to designate the specific limits.

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).

Test Mile Locations—

MP 11 to MP 12
MP 108 to MP 109
MP 124 to MP 125
MP 228 to MP 229

Short Mile—At Boulder due to realignment, MP 27.97 and MP 31.25 are the same location.

Setting Out Cars on Sidings or Auxiliary Tracks—When setting out 15 cars or less, apply hand brakes on a minimum of 50 percent of the cars set out. When setting out more than 15 cars, comply with the requirements in the Air Brake and Train Handling Rule 104.14.

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

8. Line Segments

Yard Line Segments

Line Segment Yard

496 Jersey Cut Off
903 Prospect Jct.

Road Line Segments

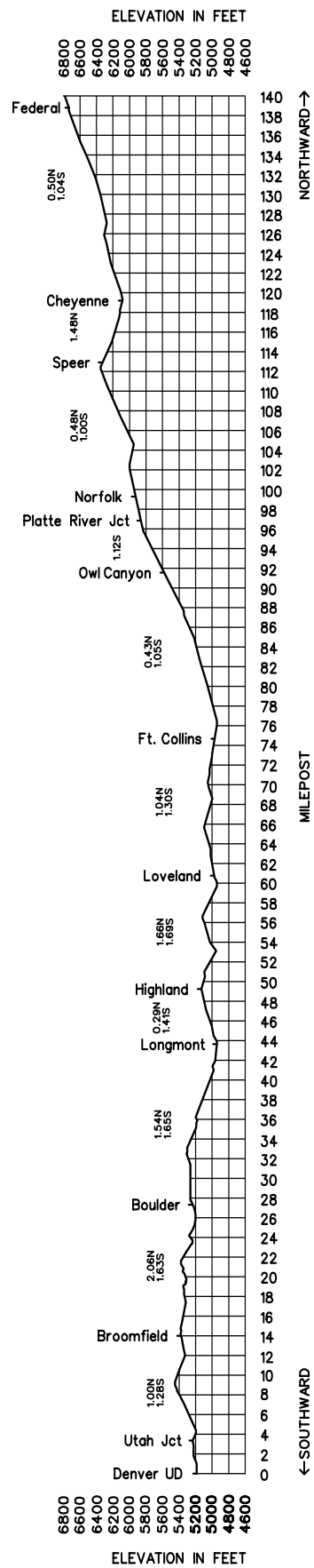
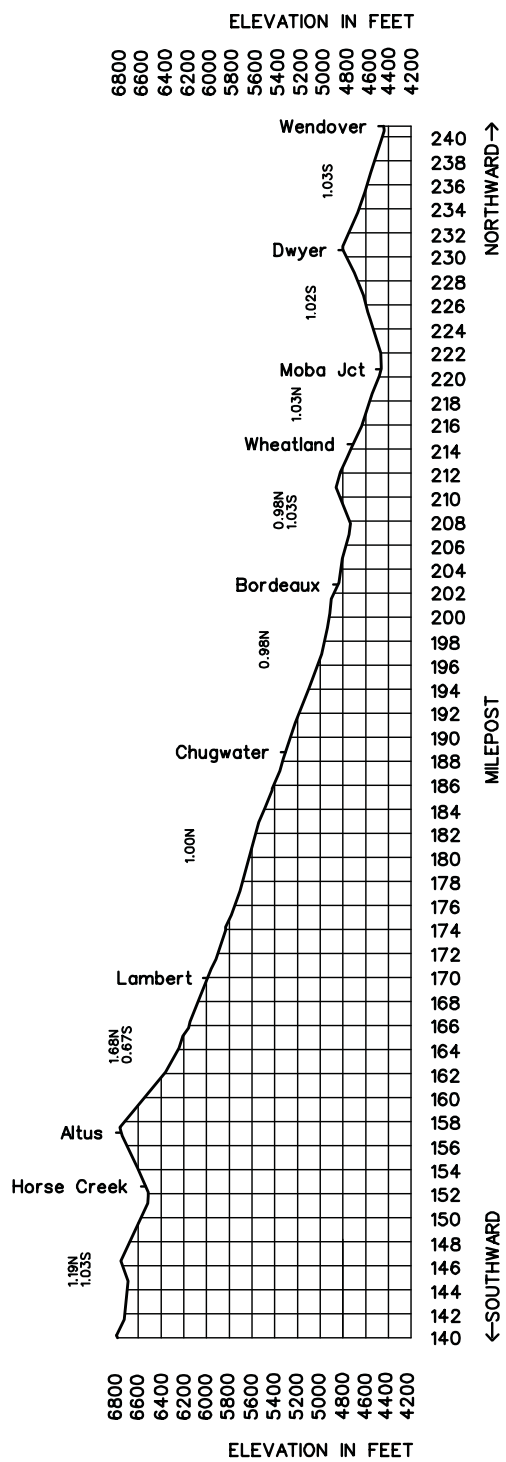
Line Segment Limits

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

9. Locations Not Shown as Stations

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

10.



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Golden Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
	84301	1.0	PROSPECT JCT.		J	CTC	476	3.8		
	Between Prospect Jct. and C&S Jct., BNSF trains and engines operate over UP tracks and are governed by UP timetable.									
			4.9	C&S JCT.		JR	Rule 6.14	482	6.9	
89311	11.8	TERRILL JCT.		JR	4.8					
	89316	14.4	GOLDEN		B	Rule 6.28		15.5		

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

Radio Channel No. 66 in service Prospect Jct.

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

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

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

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

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

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

Radio Call-In
Denver - 62(X)
Emergency - Call 911
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5

Train Dispatcher Phone Number

Front Range—(817) 234-6054, Fax (817) 234-6075

1. Speed Regulations

1(A). Speed—Maximum

MP 4.9 to MP 13.8 **Freight** 20 MPH.

1(B). Speed—Permanent Restrictions

Terrill Jct. to Coors East Yard 10 MPH.

1(C). Speed—Switches and Turnouts

C&S Jct., Turnout 20 MPH.

1(D). Speed—Other

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Prospect to Golden 143 tons, Restriction D

3. Type of Operation

CTC—in effect:

At Prospect Jct.

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/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:

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 Omnitrix 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 Omnitrix 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. BNSF 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 5
7. Track 6
8. Track 7

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

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

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

Additionally, first and second beer runs must contact Denver Terminal trainmaster and ascertain if 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

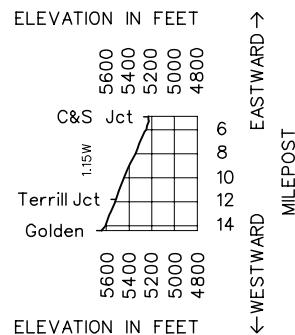
Line Segments Limits

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

9. Locations Not Shown as Stations

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

10. Grade Chart



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

Length of Siding (Feet)	Station Nos.	Mile Post	Hereford Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		550.5	EASTERN	TX	2MT	7100	1.7
		552.2	EAST TOWER	M	CTC		0.5
		552.7	WEST TOWER	MX(2)			0.2
		552.9	MAYWOOD WYE		3MT		0.3
		553.2	8TH STREET	X(3)	CTC		0.8
	53200	554.0	AMARILLO	BCPT			3.5

Tone Call-In 0700-2300 Monday-Friday

RADIO COMMUNICATION	CH	DS	MC	FS	W-B	EMER
Eastern to Amarillo	36	2	4	3	5	9

Tone Call-In 2300-0700 Monday-Friday and Saturday-Sunday

Eastern to Amarillo	36	2	4	3	5	9
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Dispatcher Telephone Numbers

Chief Dispatcher—(913) 551-2311, Fax (913) 551-2361

Train Dispatcher M-F 0700-2300 (DS 101)—(785) 676-1989,
Fax (913) 551-2403

M-F 2300-0700 and Saturday-Sunday (DS 6)—(785) 676-1906,
Fax (913) 551-2406

1. Speed Regulations

1(A). Speed—Maximum

Freight

MP 550.5 to MP 554.0, including trains 100 TOB and over55 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; Trains consisting entirely of double-stack equipment may operate at 70 MPH with tons per operative brake as great as 105.
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 554.420 MPH.

1(C). Speed—Switches and Turnouts

Freight

MP 550.5, Eastern, crossover Main 1 to Main 230 MPH.
MP 550.5, Eastern, crossover Main 2 to Main 1, Westbound movement only 20 MPH until lead locomotive passes turnout at MP 550.6, then increase speed to30 MPH.
MP 550.6, Eastern, turnout to east leg of wye20 MPH.
MP 552.2, connecting Main Track turnouts, both ends20 MPH.
MP 552.4, BNSF RRRs, turnouts to main tracks and freight leads20 MPH.
MP 552.7, all switches20 MPH.
MP 552.9, turnout to Maywood Wye10 MPH.
MP 553.2, crossovers20 MPH.
MP 553.2, crossover Main 3 to West Freight Lead10 MPH.

1(D). Speed—Other

Amarillo—east and west freight lead20 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:

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

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Eastern to MP 554.0143 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:

Amarillo:

101, 105 thru 117, 119, 120, 128, 197, 5170 and 5171.

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

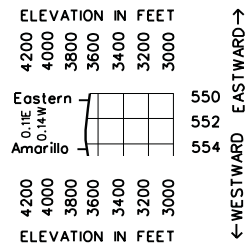
Road Line Segments

Line Segment Limits

7100 MP 550.5 to MP 554.0

9. Locations Not Shown as Stations—None

10. Grade Chart



SOUTH WARD ↓	Length of Siding (Feet)	Station Nos. UPRR	Station Nos. BNSF	Mile Post	Pikes Peak Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
	8,100 Main 2			0.0	20TH STREET	JX			1.5	
				1.5	WALNUT STREET	JX	2MT CTC		0.7	
	8,100 Main 2			2.2	8TH AVE.	J			2.3	
		WD635	41134	4.5	SOUTH DENVER	X(2)			3.5	
				8.0	ENGLEWOOD	X(2)	3MT CTC		4.2	
		WD629	57860	12.2	LITTLETON	X(2)			7.1	
			57800	18.8(2) 19.3(1)	BIG LIFT	BX			5.2	
	3,200 Main 2	WD614	57790	24.5	SEDALIA	X	DT ABS TWC ABS		2.9	
	8,200 Main 1		57785	27.4	ORSA (Main 1)				5.1	
		WD606	57780	32.5	CASTLE ROCK				16.3	
			57760	48.8	SPRUCE (Main 1)				3.2	
		WD587	57755	52.0	PALMER LAKE				5.2	
	6,900	WD582	57750	57.2	MONUMENT				8.1	
	7,200	WD575	57740	65.3	ACADEMY				7.0	
				72.3	N. COLORADO SPRINGS				2.1	
				74.4	BIJOU	X(2)	CTC		0.5	
	20,600	WD565	57770	74.9	COLORADO SPRINGS			477	0.5	
				75.4	CIMARRON	X			1.0	
				76.4	S. COLORADO SPRINGS				2.7	
	5,300	WD561	57660	78.8	KELKER				5.6	
		WD556	57654	84.4	CREWS				3.5	
		WD552	57650	87.9	FOUNTAIN		DT TWC ABS		6.1	
				94.0	NORTH NIXON (Main 2)	J			0.4	
				94.4	SOUTH NIXON (Main 2)	J	2MT CTC		0.9	
			57640	95.3	BUTTES	X			2.8	
		WD542	57635	98.1	WIGWAM (Main 2)		DT TWC ABS		9.8	
				107.9	N. BRAGDON (Main 2)				0.7	
		WD524	57619	108.6	BRAGDON (Main 1)	X(2)			0.2	
		WD510		108.8	TAPP (Main 2) UPRR Control Point RGCP110				1.1	
				109.9	SOUTH BRAGDON (Main 1)				6.7	
				116.6	N. PUEBLO (Main 1)		2MT CTC		1.8	
				118.4	CANON CITY JCT. (Main 1)	J			0.4	
		MX905	57200	119.3	SOUTH PUEBLO (Main 1)	BCT			0.2	
				120.4 MT1 118.2 MT2	PUEBLO JCT. UPRR Control Points MP 120.4 MT1 - RGCP118 MP 118.2 MT2 - RGCP117	M			119.3*	

*119.3 miles is measured on Main 1.

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

Radio Channel 36 in service Englewood to Pueblo Jct.

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

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

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.

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 X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

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

	Freight
MP 0.0 to MP 80.6 All Main Tracks	45 MPH.
MP 80.6 to MP 84.4 Main	55 MPH.*
MP 84.4 to MP 120.4, MT 1	55 MPH.*
MP 84.4 to MP 118.2, MT 2	50 MPH.*

* The maximum speed for freight trains averaging 100 TOB and over is 45 MPH.

1(B). Speed—Permanent Restrictions

	Freight
Main 1 (20th Street to Pueblo Jct.)	
MP 0.0 to MP 1.5	20 MPH.
MP 1.5 to MP 4.5	30 MPH.
MP 21.7 to MP 24.8	35 MPH.
MP 24.8 to MP 30.3	40 MPH.
MP 30.3 to MP 32.6	30 MPH.
MP 32.6 to MP 32.8	40 MPH.
MP 39.5 to MP 44.4	40 MPH.
MP 45.2 to MP 48.8	35 MPH.
MP 48.8 to MP 52.0	30 MPH.
MP 89.2 to MP 89.5	50 MPH.
MP 90.4 to MP 92.9	45 MPH.
MP 118.3 to MP 120.0	20 MPH.
Single Track (Palmer Lake to Crews)	
MP 52.0 to MP 55.4	30 MPH.
Trains over 100 TOB	25 MPH.
MP 55.4 to MP 60.3	25 MPH.
MP 60.3 to MP 68.3	30 MPH.
MP 74.6 to MP 76.6	30 MPH.
MP 76.6 to MP 80.6	40 MPH.
Main 2 (Pueblo Jct. to 20th Street)	
MP 118.2 to MP 115.0	45 MPH.
MP 95.0 to MP 94.9	50 MPH.
MP 88.3 to MP 88.1	35 MPH.
MP 86.3 to MP 85.1	45 MPH.
MP 45.4 to MP 45.2	40 MPH.
MP 44.7 to MP 43.3	35 MPH.
MP 32.4 to MP 31.8	40 MPH.
MP 4.5 to MP 1.5	30 MPH.
MP 1.5 to MP 0.0	20 MPH.

1(C). Speed—Switches and Turnouts

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

	Freight
Walnut St.—crossover.....	10 MPH.
8th. Ave.—crossover	10 MPH.
South Denver—turnout.....	30 MPH.
Trains 100 TOB and over.....	25 MPH.
Englewood—turnout	40 MPH.
Trains 100 TOB and over.....	25 MPH.
Littleton—turnout.....	40 MPH.
Trains 100 TOB and over.....	25 MPH.
Sedalia—crossover.....	10 MPH.
Palmer Lake—turnout to Main 2	30 MPH.
Monument—both ends of siding and on siding.....	25 MPH.
Academy and Kelker—both ends of siding and on siding.....	30 MPH.
North and South Colorado Springs—turnout to siding.....	30 MPH.
Bijou—north crossovers.....	30 MPH.
Bijou—to siding southbound and south crossover	20 MPH.
Between Bijou and Cimarron on the siding	20 MPH.
Cimarron—crossovers	20 MPH.
Crews—turnout to Main 1	40 MPH.
North Nixon (Main 2).....	15 MPH.
South Nixon (Main 2).....	15 MPH.
Bragdon—north crossover	40 MPH.
Bragdon—south crossover.....	30 MPH.
Bragdon—both ends storage track	10 MPH.
TAPP—crossover.....	30 MPH.
North Pueblo—turnout.....	10 MPH.
On sidings:	
Sedalia, Orsa	10 MPH.

1(D). Speed—Other

MP 32.4 to MP 32.6, Main 2, (HER)	40 MPH.*
MP 89.6 to MP 84.7, Main 2, (HER)	35 MPH.*

(*) 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 43.4 to MP 44.2, MT2
MP 76.0 to MP 76.2
MP 32.5 to MP 36.5, MT1

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

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

20th Street to Pueblo Yard.....143 tons, Restriction A

Six axle locomotives are restricted on Old Main track 9994, Castillo.

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

MP 0.0 to MP 12.2

MP 52.0 to MP 84.4

MP 93.9 to MP 94.4—Main 2

MP 108.4 to MP 120.6—Main 1

MP 107.9 to MP 118.2—Main 2

Train and engine movements between Englewood and 20th Street will be governed by CTC rules controlled by the Brush Line Dispatcher.

Multiple Main Tracks—in effect:**2 MT:**

MP 0.0 to MP 4.5

MP 93.9 to MP 94.4—ABS Main 1/CTC Main 2

MP 107.9 to MP 120.6

3 MT:

MP 4.5 to MP 12.2

TWC—in effect:

MP 12.2 to MP 52.0

MP 84.4 to MP 108.4—Main 1

MP 84.4, to MP 93.9—Main 2

MP 94.4 to MP 107.9—Main 2

ABS—in effect:

Main 1 Southward Only:

MP 12.2 to MP 52.0

MP 84.4 to MP 108.4

Main 2 Northward Only:

MP 107.9 to MP 94.4

MP 93.9 to MP 84.4

MP 52.0 to MP 12.2

Double Track—in effect:

MP 12.2 to MP 52.0

MP 84.4 to MP 93.9

MP 94.4 to MP 107.9

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

<u>Location</u>	<u>Controlling Railroad</u>
MP 120.4 (Main 1) and	
MP 118.2 (Main 2)	UPRR

4. General Code of Operating Rules/Air Brake Rules Items**Rule 5.5—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—When operating on Union Pacific tracks, all whistle posts marked with an **X** require the whistle signal be sounded regardless of the type of crossing the train is approaching.

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.

<u>Location:</u>	<u>Milepost:</u>
Main Street	MP 82.78
Fontaine Blvd.	MP 84.02

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:

BNSF trains operating southward from Palmer Lake to North Colorado Springs and northward Palmer Lake to MP 13.2							
Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
4,000 or less	4	4	4	6	6	6	6
4,001 to 5,000	6	6	6	6	6	8	10
5,001 to 6,000	6	8	8	8	8	10	12
6,001 to 7,000	8	8	8	8	10	12	14
7,001 to 8,000	8	8	8	8	10	12	14
8,001 to 9,000	8	8	8	10	12	14	16
9,001 to 10,000	8	8	10	12	14	16	18
10,001 to 12,000	8	10	12	14	16	18	20
12,001 to 14,000	10	12	14	16	18	20	22
14,001 to 16,000	12	14	16	18	20	22	24
16,001 to 18,000	14	16	18	20	22	24	26
18,001 to 20,000	16	18	20	22	24	26	28

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

Note: Helper locomotives will assist trains not meeting this requirement southward between 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 12.3—DED—Exception Reporting (Main 1)
 - UP MP 14.3—DED—Exception Reporting (Main 1)
 - UP MP 15.9—DED—Exception Reporting (Main 1)
 - UP MP 17.5—DED—Exception Reporting (Main 1)
 - UP MP 19.3—DED—Exception Reporting (Main 1)
 - UP MP 21.1—DED—Exception Reporting (Main 1)
 - UP MP 21.3—Hot Box/DED (Main 1)
 - MP 21.9—Recall Code 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 54.2—DED—Exception Reporting
- UP MP 60.4—Hot Box/DED
- UP MP 62.3—DED—Exception Reporting
- UP MP 68.8—DED—Exception Reporting
- UP MP 70.3—DED—Exception Reporting
- MP 81.1—Recall Code 8
- UP MP 86.1—DED—Exception Reporting (Main 2)
- UP MP 87.6—DED—Exception Reporting (Main 2)
- UP MP 89.2—DED—Exception Reporting (Main 2)
- UP MP 91.4—DED—Exception Reporting (Main 2)
- MP 92.3—DED—Exception Reporting (Main 1)
- UP MP 93.2—DED—Exception Reporting (Main 2)
- UP MP 95.6—DED—Exception Reporting (Main 2)
- UP MP 98.2—DED—Exception Reporting (Main 2)
- MP 99.1—DED—Exception Reporting (Main 1)
- UP MP 100.2—Hot Box/DED (Main 2)
- UP MP 102.4—Hot Box/DED (Main 2)
- MP 103.4—Recall Code 8 (Main 1)
- UP MP 104.8—DED—Exception Reporting (Main 2)
- UP MP 106.6—DED—Exception Reporting (Main 2)
- MP 108.2—DED—Exception Reporting (Main 1)
- UP MP 111.8—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 (Main 2)

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

<u>Colorado Springs</u>	<u>Castle Rock</u>
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0903 0913	5102
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0904 0914	5105
-----------	------

0905 0921	
-----------	--

0909 0922	<u>Orsa</u>
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0910 0999	5502
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0912	
------	--

<u>Bragdon</u>	<u>Crews</u>
----------------	--------------

7402	9902
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<u>Drennan Kelker</u>	
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0812 through 0816	0801 through 0804
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0818 through 0820	0830 through 0835
-------------------	-------------------

<u>South Park Junction</u>	<u>Fountain</u>
----------------------------	-----------------

Park Lead	9601
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Park Yard	Atlas Metal
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0351	
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0333 through 0360	0390, 0418
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0421 through 0425	0463 through 0470
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0476, 0478, 0479, 0498	
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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
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Spot C Englewood.....	MP 7.9
-----------------------	--------

Spot D Evans Ave.....	MP 6.0
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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—

Track	Segment	Owner
Main 1	MP 0.0 to MP 24.87	UPRR
	MP 24.87 to MP 48.97	BNSF
	MP 48.97 to MP 52.0	UPRR
	MP 84.36 to MP 84.49	BNSF
	MP 84.49 to MP 86.54	UPRR
	MP 86.54 to MP 120.3	BNSF
Main 2	MP 0.0 to MP 25.2	BNSF
	MP 25.2 to MP 49.78	UPRR
	MP 49.78 to MP 51.85	BNSF
	MP 51.85 to MP 52.0	UPRR
	MP 84.36 to MP 86.15	BNSF
	MP 86.15 to MP 120.26	UPRR
Main 3	MP 4.4 to MP 12.5	BNSF
Single Track	MP 52.0 to MP MP 78.75	UPRR
	MP 78.75 to MP 84.36	BNSF

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—

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

8. Line Segments

Road Line Segments

Line Segment Limits

477 20th Street to Pueblo Jct.

Yard Line Segments

Line Segment Limits

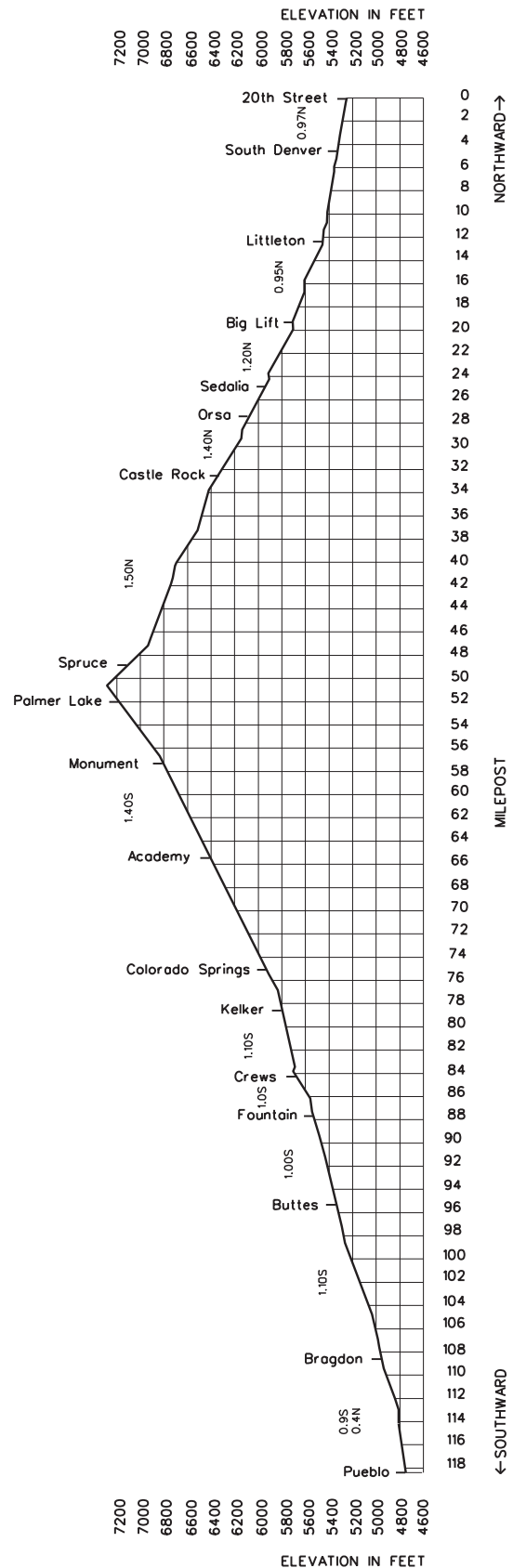
7357 Pueblo Yard

483 Kountry Line

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Main 1			
Siegel Oil Spur	1.6	1,000	South
Duwald Steel	2.4	500	South
Kountry Line	2.4	7 miles	North
Denver Lumber	5.3	250	North
Ft. Logan Spur	9.1	6,330	South
Blakeland Spur	15.3	3,000	South
Tomah	37.5	1,650	South
Henkel	100.8	1,200	South
Single Track			
Wood	56.2	1,250	South
Stadium (2)	63.3	3,200	South
Russina Spur	70.7	4,000	North
Drennan and Columbine Industrial Center (Joint UP & BNSF)	79.8	1,700	South
Main 2			
Wigwam	98.1	4,300	North
Greenland	46.6	200	North
Larkspur	42.9	750	North
Santa Fe Park	12.5	2,600	Both
Iowa Spur	5.5	750	North
North Burnham Lead	1.5	15,840	Both
Park Lead Spur	1.5	750	North

10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Pueblo Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
			617.7	PUEBLO JCT. UPRR Control Point RGCP917	M			6.9	
	7,500	57180	610.9	BAXTER		CTC		7.3	
	7,500	57165	603.6	AVONDALE				5.0	
		57160	598.6	BOONE				7.0	
			591.6	NA JCT.	J			17.1	
	5,400	57150	574.5	MANZANOLA		TWC ABS	7304	3.5	
	4,100	57145	571.0	VROMAN				5.4	
	5,000	57140	565.6	ROCKY FORD				5.8	
		57120	559.8	SWINK				4.9	
		56700	554.9	LA JUNTA	BCPTY			62.9	

Radio Channel 36 in service Pueblo Jct. to La Junta.

Radio Call-in		
Pueblo - 34(X)	Fowler - 35(X)	La Junta 36 - 36(X)
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

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

1. Speed Regulations

1(A). Speed—Maximum

MP 617.7 to MP 554.9 **Freight** 55 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 617.7 to MP 617.4 15 MPH.
 MP 617.4 to MP 617.2 25 MPH.
 MP 616.0 to MP 615.9 50 MPH.
 MP 598.6 to MP 597.3 40 MPH.
 MP 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

Yard Limits—in effect:

MP 554.9 to MP 557.8

Manual Interlockings Not Controlled by BNSF

Location	Controlling Railroad
Pueblo Jct., MP 617.7	UP

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)

- 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—

Station	Milepost	Length	Switch Opens	Track No. or Name
Boone	598.6	600	South	Boone

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

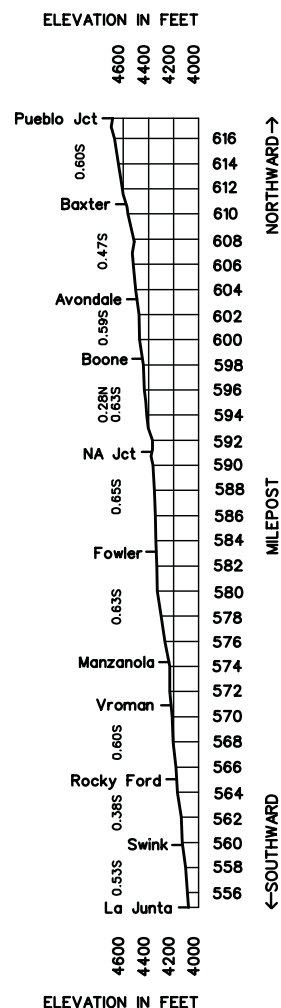
Road Line Segments

Line Segment Limits
7304 La Junta to Pueblo Jct.

9. Locations Not Shown as Stations

Name	Milepost Location	Capacity Feet	Switch Opens
Pueblo Industrial Park	610.5	Yard	Both
Pueblo Chemical Depot	610.7	Yard	North
Economy Building Spur	615.1	400	South
Fowler	583.1	2,640	South

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Raton Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	56700	554.9	LA JUNTA	BCPTY			17.4
4,650	56660	572.3	TIMPAS				10.7
6,000	56650	583.0	MINDEMAN				8.5
6,250	56640	591.5	DELHI				13.2
6,250	56630	604.7	SIMPSON				10.3
4,750	56620	615.0	MODEL				11.3
6,150	56610	627.0	HOEHNES				9.5
		635.8	TRINIDAD	PY			1.3
	56600	637.1	WEST TRINIDAD				1.5
	56590	638.6	JANSEN				8.7
		647.3	GALLINAS				4.5
	56555	651.8	WOOTTON				3.4
9,300	56510	655.2	KEOTA				4.3
9,500	56500	659.5	RATON	XBPT			11.8
5,650	56490	671.3	HEBRON				7.5
5,900	56480	678.8	SCHOMBERG				12.6
6,050	56450	691.4	FRENCH	T			8.0
6,300	56445	699.4	SPRINGER				10.6
6,250	56440	710.0	COLMOR				9.7
6,100	56430	719.7	LEVY				5.6
3,800	56425	725.3	WAGON MOUND				17.0
4,650	56420	742.3	SHOEMAKER				7.9
6,250	56415	750.2	WATROUS				9.3
7,602	56410	759.5	ONAVA				10.5
5,700	56400	770.1	LAS VEGAS	BP			215.1

Tone Call-In						
RADIO COMMUNICATION	CH	DS	MC	FS	Warm Bearing	Emer
La Junta to Las Vegas	32	1	4	3	5	9

Train Dispatcher Telephone Numbers

Train Dispatcher—(DS 57)—(817) 234-6055, Fax (817) 234-6076

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
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 speed for multiplatform, intermodal equipment.
 2. Train does not exceed 8,500 feet.
 3. Train does not average more than 80 TOB.
 4. Engineer can control speed to 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.)

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 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.	

	Passenger	Freight
MP 593.3 to MP 594.1	75 MPH.	
MP 595.1 to MP 596.5	75 MPH.	
MP 605.1 to MP 605.5	75 MPH.	
MP 615.6 to MP 615.8	75 MPH.	
MP 618.0 to MP 618.5	75 MPH.	
MP 619.6 to MP 619.7 *	40 MPH	35 MPH.
MP 619.7 to MP 622.5	40 MPH	35 MPH.
MP 622.9 to MP 624.7 **	40 MPH	35 MPH.
MP 633.5 to MP 633.8	75 MPH.	
MP 636.1 to MP 637.5	20 MPH	20 MPH.
MP 637.5 to MP 638.5	45 MPH	35 MPH.
MP 638.5 to MP 643.0	30 MPH	30 MPH.
MP 643.0 to MP 648.9 **	25 MPH	20 MPH.
MP 648.9 to MP 651.2 **	20 MPH	20 MPH.
MP 651.2 to MP 657.9 * **	25 MPH	20 MPH.
MP 657.9 to MP 659.4	40 MPH	20 MPH.
MP 659.9 to MP 660.5 **	45 MPH	40 MPH.
MP 660.8 to MP 661.7	70 MPH	60 MPH.
MP 663.1 to MP 667.1		60 MPH.
MP 690.2 to MP 690.5 * **	50 MPH	45 MPH.
MP 690.9 to MP 691.2	55 MPH	50 MPH.
MP 691.6 to MP 692.0	65 MPH	55 MPH.
MP 692.2 to MP 692.5		60 MPH.
MP 696.0 to MP 696.2	70 MPH	55 MPH.
MP 698.3 to MP 700.3	65 MPH	55 MPH.
MP 719.1 to MP 719.3		60 MPH.
MP 730.8 to MP 731.6		60 MPH.
MP 736.1 to MP 739.8 * **	40 MPH	40 MPH.
MP 739.8 to MP 747.3 * **	45 MPH	40 MPH.
MP 747.6 to MP 748.1 * **	40 MPH	35 MPH.
MP 748.1 to MP 749.0 * **	45 MPH	35 MPH.
MP 749.0 to MP 749.9 * **	40 MPH	35 MPH.
MP 754.7 to MP 754.9 * **		60 MPH.

1(C). Speed—Switches and Turnouts

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

Trinidad, turnout to Main 2	30 MPH	30 MPH.
West Trinidad, west end No. 6 track	20 MPH	20 MPH.
Jansen, 2 crossovers	30 MPH	30 MPH.
Gallinas, 2 crossovers.....	20 MPH	20 MPH.
Wootton, end of 2 tracks	20 MPH	20 MPH.
Keota, both ends siding.....	20 MPH	20 MPH.
Raton, both ends siding, crossover MP 659.1	30 MPH	30 MPH.
French, both ends siding.....	30 MPH	30 MPH.
York Canyon Industrial Spur, Jct. Switch.....	10 MPH	10 MPH.
French, East and West leg of Wye	10 MPH	10 MPH.
Springer, Onava, both ends siding	30 MPH	30 MPH.

1(D). Speed—Other

Sidings—Mindeman, Delhi, Simpson, Hoehnes, Hebron, Schomberg, Colmor, Levy, Shoemaker, Las Vegas	10 MPH	10 MPH.
Las Vegas, tracks 0815 and 0816, Medite Plant		5 MPH.
Do not block any road crossings into plant.		
MP 647.3 to MP 659.5 on descending grade		
90 TOB or more		15 MPH.
Less than 90 TOB.....		20 MPH.

Temperature Restrictions—When the air temperature meets the threshold temperatures shown below, freight trains must reduce speed to 40 MPH and passenger trains must reduce speed to 60 MPH on main tracks through the limits shown unless a more restrictive speed is in effect.

Limits	Threshold Temperature
MP 555.8 to MP 604.4	100 Degrees
MP 612.1 to MP 769.8	100 Degrees

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

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

* Equipped with Westward ATS Inert Inductors

** Equipped with Eastward ATS Inert Inductors

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

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—EWD—Recall Code 8

MP 657.0—DED—WWD—Recall Code 8

MP 675.8—Recall Code 8

MP 702.1—Recall Code 8

MP 728.0—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 589.6—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.):

Minimum Number of Operative Axles of Dynamic Brakes Westward from MP 652.5) to MP 659.5, and Eastward from MP 652.0 to MP 639.0:								
Total Trailing Train Tonnage	TOB 75 or less	TOB 76 to 85	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
2,000 or less	4	6	8	8	10	10	10	12
2,001 to 4,000	14	16	18	20	22	22	24	26
4,001 to 5,000	16	18	22	24	24	26	28	30
5,001 to 6,000	18	22	24	26	28	30	32	34
6,001 to 7,000	20	24	28	30	32	34	36	38
7,001 to 8,000	22	28	32	34	36	38	40	42
8,001 to 9,000	24	30	36	38	40	42	44	46
9,001 to 10,000	28	34	38	42	44	46	48	50
10,001 to 12,000	34	40	46	52	54	56	58	60
12,001 to 14,000	40	48	54	60	62	64	66	70

Total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the table. When using this table, round calculations up to the next whole number when determining TOB.
For example, 105.1 TOB becomes 106 TOB.
For purposes of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in the train's total trailing tonnage.
Note: Maximum number of axles of dynamic brake which may be cut in on the lead consist of freight trains is 28 axles. (ABTH Rule 104.3.2, Item B)

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 Raton and Raton Tunnel and between Trinidad and Raton Tunnel before passing the summit of the grade.

Empty Unit Coal Trains—All empty unit coal train movements on the Raton Subdivision with the head 15 cars consisting of any aluminum equipment and operating with all of the locomotive power on the head end of the train, must limit their dynamic braking to 24 axles. Information concerning dynamic brake axle rating is located in the System Special Instructions.

Passenger Trains—Passenger trains must make a running air brake test before passing the summit of the grade at the Raton Tunnel to determine the following:

- A. The retarding force of the air brake system.
- B. To insure the normal brake pipe pressure changes occur at the rear of train.

Emergency Application Requirements—All train crew members operating on the Raton Subdivision, from MP 643 to MP 659.5, must take action to stop the train with an emergency application of the brakes should the train exceed 5 MPH over the maximum authorized speed.

Freight trains on descending grades between MP 643 and MP 659.5 experiencing air brake problems, must stop immediately using an emergency air brake application, if necessary, and secure the train. The train must not proceed until the air brake system is repaired.

At MP 652.6 for westward trains and at MP 652.0 for eastward trains, freight trains required to stop before descending the grade must recharge the train brake system before proceeding.

Automatic Brake Valve Cutout Position—When operating freight trains on descending grades between MP 643 and MP 659.5 on the Raton Subdivision the Automatic Brake Valve Cutout Valve (ABTH Rule 104.7.2) will be placed in “FRT” position. In the event of equalizing reservoir leakage while operating on the descending grade between MP 643 and MP 659.5, the train must be stopped. After stopping, the train must be properly secured and the Automatic Brake Valve Cutout Valve placed in the “PASS” position. The train brake system must be fully charged before proceeding.

Two-Way ETD Certification Form—In the application of ABTH Rule 102.13.3, Testing Emergency Function, all trains operating on the Raton Subdivision 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. Unit Trains with Grade "E" equipment 5,500.
- C. Raton Tunnel to Raton- General Service ("C" Grade Steel) 27,250 tons. Unit Trains with Grade "E" equipment 37,880.
- 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. 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.
NOTE: A Roadrailer unit is defined as one trailer and its accompanying coupler mate or bogie.

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.

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

Train Makeup Instructions—Between MP 639.0 and MP 660.0 trains greater than 2500 tons and less than 3500 tons must not have any empty platforms of a multi-platform car and must also not have any conventional cars 80 feet or longer weighing less than 45 tons within the first 15 cars/platforms of the train. Trains over 3500 tons will operate according to SSI 47.

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 604.7 to MP 583.0

MP 725.3 to MP 742.3

8. Line Segments

Yard Line Segments

Line Segment Limits

7353 La Junta Yard

Road Line Segments

Line Segment Limits

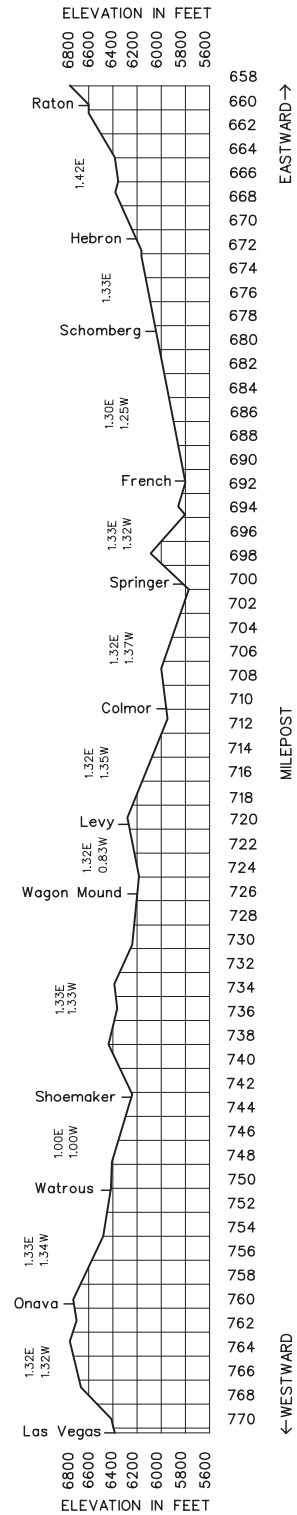
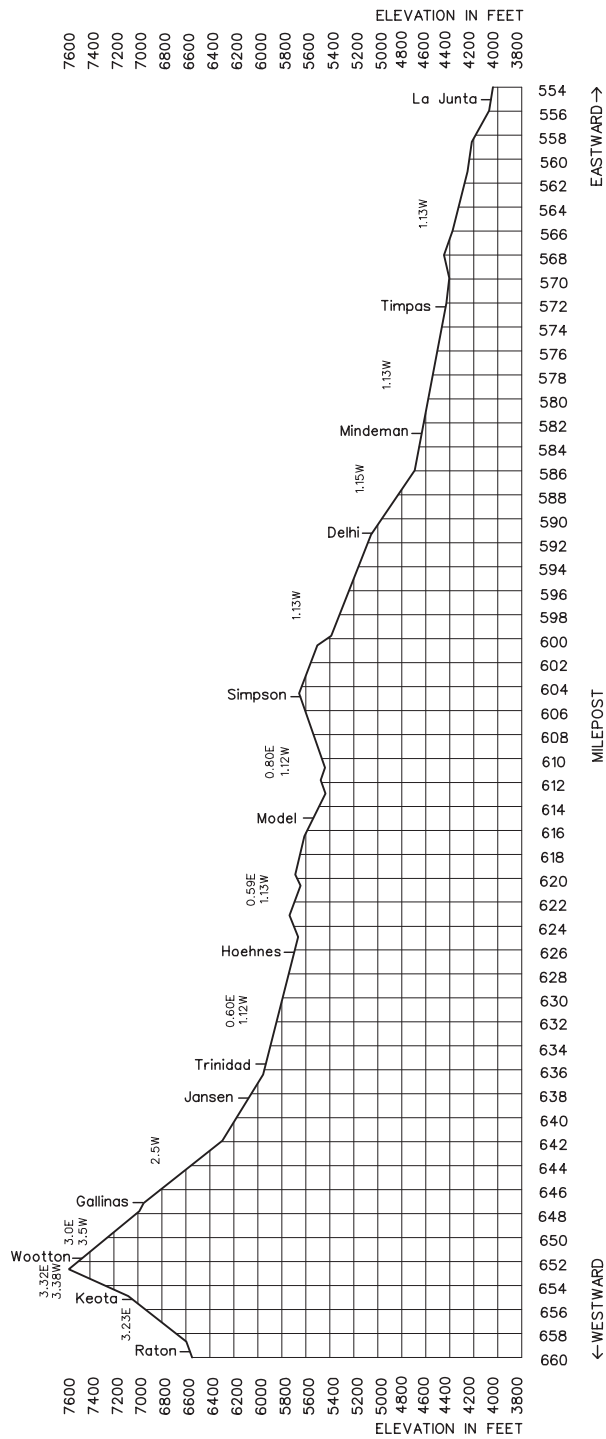
7300 La Junta to Las Vegas

7308 West French to York Canyon

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
York Canyon Industrial Spur	691.4	33.8 Miles	Both
Herzog	719.5	8,300	West
Medite	765.5	1,250	East

10. Grade Charts



SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Spanish Peaks Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
			119.6	PUEBLO JCT. UPRR Control Point RGCP917	MT	CTC	477	1.6	
			121.2	SALT CREEK JCT.	J	TWC		3.6	
	41013		124.8	SOUTHERN JCT.	J			18.7	
	40993		143.5	CEDARWOOD	X	2MT TWC		11.2	
	40981		154.7	LASCAR	X			16.9	
	40965		171.6	WALSENBURG	JX	TWC		8.5	
	40957		180.1	MAYNE		TWC ABS		9.6	
	8,078	40946	189.7	LYNN				6.4	
	7,735	40939	196.1	LUDLOW				12.2	
		40924	208.3	TRINIDAD	B	CTC		88.7	

Radio Channel No. 66 in service Trinidad to Salt Creek.

Radio Channel No. 36 in service Salt Creek to Pueblo Yard.

Radio Channel No. 54 (UPRR) in service (Main 1) Southern Jct to Walsenburg

Radio Call-In		
Trinidad - 45(X)	Walsenburg - 46(X)	Southern Jct. - 47(X)
Baculite Mesa -40 (X)	Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

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

UP—(800) 726-1178, (402) 636-1653

1. Speed Regulations

1(A). Speed—Maximum

	Freight
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 187.5	35 MPH.
MP 187.5 to MP 197.9	45 MPH.
MP 197.9 to MP 208.3	35 MPH.
Main Track 1	
MP 124.8 to MP 171.68	40 MPH.
Main Track 2	
MP 124.8 to MP 171.68	40 MPH.

1(C). Speed—Switches and Turnouts

Pueblo Jct., turnout	15 MPH.
Salt Creek Jct., turnout to North Lead	10 MPH.
Southern Jct., all turnouts	10 MPH.
MP 128.8 (to GCC) GCC Cement Plant Lead	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.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Pueblo to Trinidad 143 tons, Restriction A

3. Type of Operation

CTC—in effect:

MP 119.6 to MP 121.2

MP 205.99 to MP 208.3

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

TWC—in effect:

MP 121.2 to MP 205.99

Multiple Main Tracks—in effect:

2 MT:

MP 124.8 to MP 171.68

ABS—in effect:

MP 171.72 to MP 205.99

Yard Limits—in effect:

UPRR Main 1, Walsenburg MP 175.0 to MP 180.0

Manual Interlockings Not Controlled By BNSF RR

Location	Controlling Railroad
MP 119.6	UPRR

4. General Code of Operating Rules Items

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

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

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

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

The following General Code of Operating Rules items apply on Main 1, UPRR dispatched, between Southern Jct. and Walsenburg.

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

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

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

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

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

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

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

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

Change Part A to read:

A. Transmitting Track Warrants

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

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

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

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

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

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

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

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 129.2—Main 2—Recall Code 478
 - MP 155.6—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

7. **Special Conditions**

Auxiliary Tracks—

Station	Milepost	Length	Switch Opens	Track No. or Name
Cedarwood	143.5	660	North	4903
Lascar	154.7	1,067	North	5001
Walsenburg	171.6	5,280	Both	5104
Mayne	180.1	7,650	Both	5298
Trinidad	208.3	7,080	Both	5598
Trinidad	208.3	6,540	Both	5597

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.

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 ant 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/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:

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

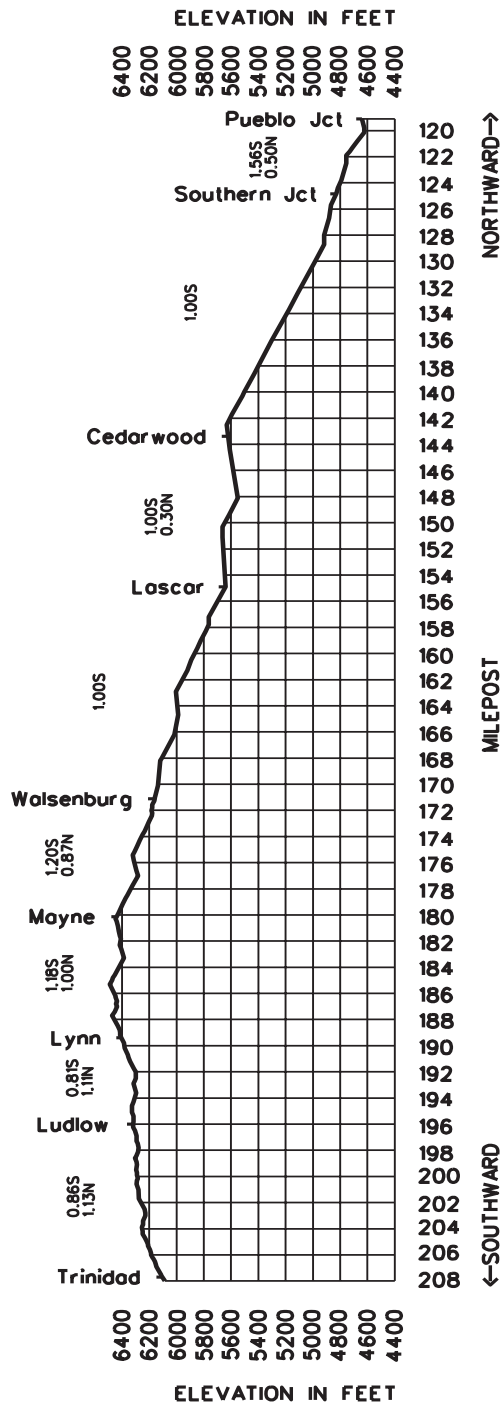
477 Trinidad to Pueblo Jct.

7358 Minnequa Yard

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
North Lead (to Minnequa)	121.2	1.4 Miles	North
CW Lead	124.6	40 Cars	South
Comanche Lead	124.65	2.0 Miles	North
South Lead (to Minnequa)	124.7	2.1 Miles	South
GCC	128.64	Yard	North
DRGW Lead	171.71		North
Homer Spur	191.0	1,000	South

10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Twin Peaks Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
		40924	208.3	TRINIDAD	B			11.9	
8,126	40917	220.2	BESHOAR					15.0	
7,888	40903	235.2	BARELA					15.8	
8,527	40886	251.0	TRINCHERE			CTC		12.1	
8,099	40874	263.1	BRANSON					9.2	
7,587	40865	272.3	ALPS					12.2	
7,074	40854	284.5	FOLSOM				477	8.0	
7,349	40844	292.5	DES MOINES					7.6	
	40837	300.1	GRANDE					15.5	
8,627	40825	315.6	GRENVILLE					14.8	
	40807	330.4	ROYCE			TWC ABS		16.8	
	40790	347.2 454.2	SIXELA					138.9	

Radio Channel No. 70 in service Texline to Beshoar.

Radio Channel No. 66 in service Beshoar to Trinidad.

Radio Call-In		
Mt. Dora - 41(X)	Trinidad - 45(X)	Beshoar - 46(X)
Trinchere - 43(X)	Branson - 48(X)	Des Moines - 42(X)
Texline/Sixela - 39(X)		Emergency - 911
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Dispatcher Telephone Numbers

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

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

1. Speed Regulations

1(A). Speed—Maximum

MP 208.3 to MP 347.2 **Freight**
50 MPH.

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

All sidings not otherwise specified 10 MPH.
Through turnouts and sidings at Beshoar, Trinchere, and Des Moines
Train under 100 TOB 35 MPH.
Trains 100 TOB and over 25 MPH.
MP 284.5, siding for northward movement
Trains under 100 TOB 35 MPH.
Trains 100 TOB and over 25 MPH.

1(D). Speed—Other

None.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Trinidad to Sixela 143 tons, Restriction C

3. Type of Operation

CTC—in effect:

MP 208.3 to MP 294.0

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

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

Rule 8.19—Automatic switches by location: Grande, Grenville, Royce, and Sixela.

Rule 8.20—Derails are installed on the north and south end of the storage track at Grande.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 210.2—DED—Exception Reporting
MP 217.6—Recall Code 458 (Channel 66)
MP 223.3—DED—Exception Reporting
MP 227.5—DED—Exception Reporting
MP 232.1—DED—Exception Reporting
MP 238.0—DED—Exception Reporting
MP 241.9—DED—Exception Reporting
MP 245.1—Recall Code 438
MP 248.5—DED—Exception Reporting
MP 254.6—DED—Exception Reporting
MP 260.5—DED—Exception Reporting
MP 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

Auxiliary Tracks—

Station	Milepost	Length	Switch Opens	Track No. or Name
Grande	300.1	6,670	Both	6498
Royce	330.4	7,410	Both	6698

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

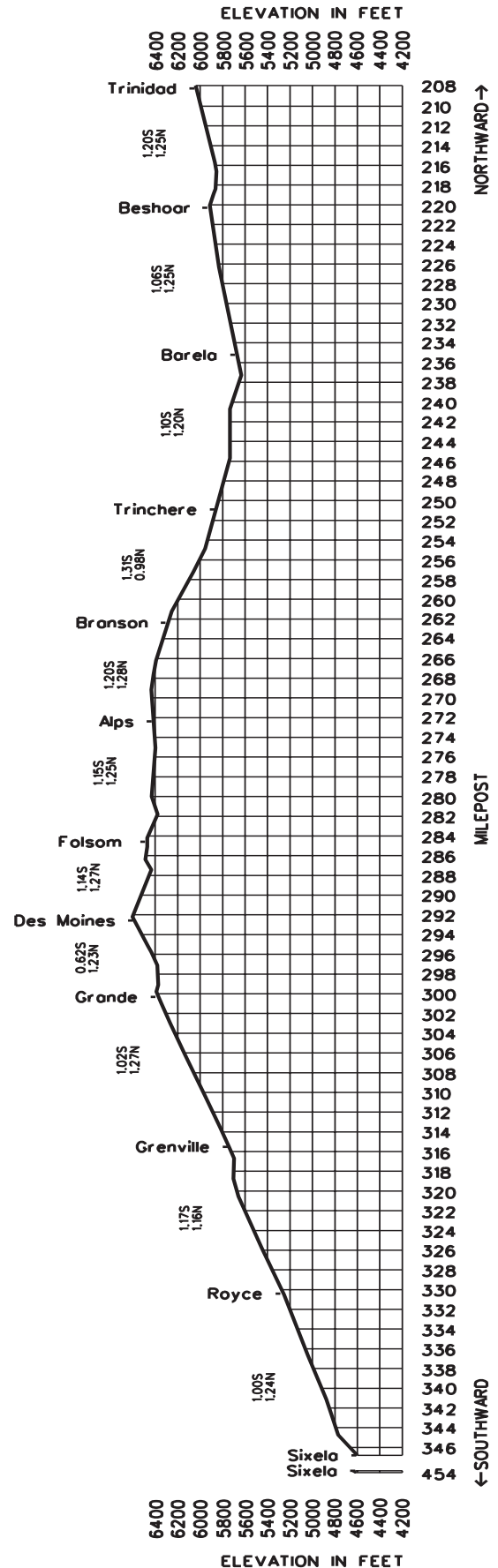
Line Segment Limits

477 Trinidad to Sixela

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Cars	Switch Opens
Clayton	338.0	30	Both

10. Grade Chart



Speed Tables

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

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

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

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.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds