

BNSF 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 safe-guarded ...

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

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



Colorado Division

Timetable No. 5

IN EFFECT AT 0800
Mountain Continental Time

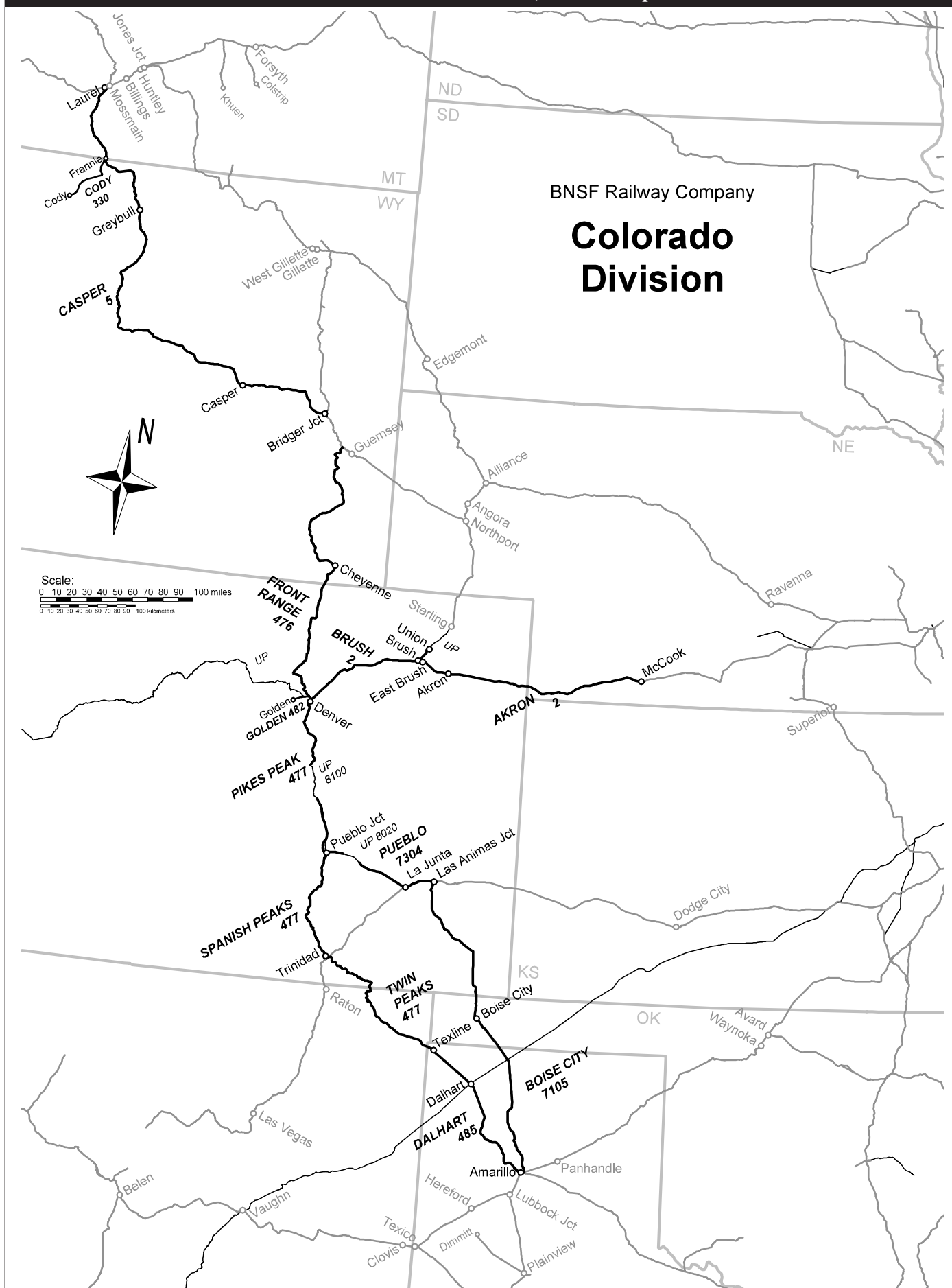
Wednesday, November 29, 2006

Division General Manager

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

General Director Transportation

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



Division Managers

Amarillo

J.L. Hankins Road Foreman (806) 379-3306
B.R. Massey Trainmaster (806) 379-3321

Big Lift

P.A. Howland Road Foreman (303) 480-7908

Casper

R.L. Harrison Road Foreman (307) 473-5221

Cheyenne

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

Denver

D.N. Brummer Trainmaster (303) 480-6447
J.W. Danko Trainmaster (303) 480-6447
E.K. Earle Roadmaster (303) 480-6413
K.J. Girodo Superintendent Operations (303) 480-6528
W.P. Herrin Director Administration (303) 480-6227
M.D. Liegl Trainmaster (303) 480-6447
D.L. Markley Pikes Peak Trainmaster (719) 549-3560
B.J. McClellan Road Foreman (303) 480-6222
F.H. Moffitt Asst. Dir. Main. Prod. (303) 480-7416
M.E. Moyer Asst. Terminal Supt. (303) 480-6452
S.C. Mullins Road Foreman (303) 480-6265
C.E. Nance Trainmaster (303) 480-6447
F.J. Rutt Terminal Superintendent (303) 480-6224
B.W. Smith Trainmaster (303) 480-6447
C.L. Smith Trainmaster (303) 480-6447
M.S. Theret Division Engineer (303) 480-6393
S. Toubia Trainmaster (303) 480-6447
J.L. Werner Roadmaster (303) 480-6251
A.E. Wolfe Manager of Safety (303) 480-6342

Grand Junction

M.L. Ruppert Road Foreman (303) 480-7418

Greybull

D.F. Galasso Trainmaster (307) 765-4255
B.M. Klein Roadmaster (307) 765-4235

LaJunta

A.P. Campos Roadmaster (719) 384-3823
B.H. Clifton Trainmaster (719) 384-3702

McCook

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

Pueblo

L.R. Guerrero Roadmaster (719) 549-3528
D.L. Markley Division Trainmaster (719) 549-3560
B.L. Schultz Signal Supervisor (719) 549-3534
R.C. Stevens Mechanical Foreman (719) 549-3521

Sterling

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

Trinidad

M.F. Boyd Superintendent Operations (719) 845-4183
C.S. Brown Road Foreman (719) 845-4122
W.A. Meidinger Roadmaster (719) 845-4146
B.H. Thomas Trainmaster (719) 845-4121
W.G. Thurston Mechanical Foreman (719) 845-4156

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Akron Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	7,851	20724	287.8	McCOOK	BT			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		CTC	2	8.6	
	6,426	20821	385.6	ROBB				6.6	
	7,101	20828	392.2	ECKLEY				13.3	
	6,716	20841	405.5	YUMA				8.5	
	6,658	20850	414.0	CALHOUN				9.0	
	6,674	20859	423.0	PLATNER				7.8	
	8,231	20867	430.8	AKRON				13.5	
	5,718	20880	444.3	PINNEO				8.9	
			453.2	EAST BRUSH	JT			165.4	

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		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

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

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 287.8 to MP 453.2	79 MPH.	60 MPH.

1(B). Speed—Permanent Restrictions

MP 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. |

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 65 MPH. | 45 MPH. |

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car:

McCook to East Brush 143 tons, Restriction A

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

Wray—Mill track

3. Type of Operation

CTC—in effect:

MP 287.8 to MP 453.2

4. General Code of Operating Rules Items

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

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

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

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 312.0—Recall Code 218—Channel 70

MP 327.0—Recall Code 227—Channel 70

MP 343.8—Recall Code 228—Channel 70

MP 368.7—Recall Code 238—Channel 70

MP 379.9—Recall Code 247—Channel 70

MP 400.4—Recall Code 248—Channel 70

MP 426.6—Recall Code 258—Channel 70

MP 450.7—Recall Code 257—Channel 66

6. FRA Excepted Track—None

7. Special Conditions

Monfort—Locomotives not permitted through dumper or over scale.

Test Mile Locations

MP 295—MP 296

MP 425—MP 426

MP 436—MP 437

Flash Flood Warnings—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

8. Line Segments

Yard Line Segments

Line Segment Limits

902 McCook Yard

Road Line Segments

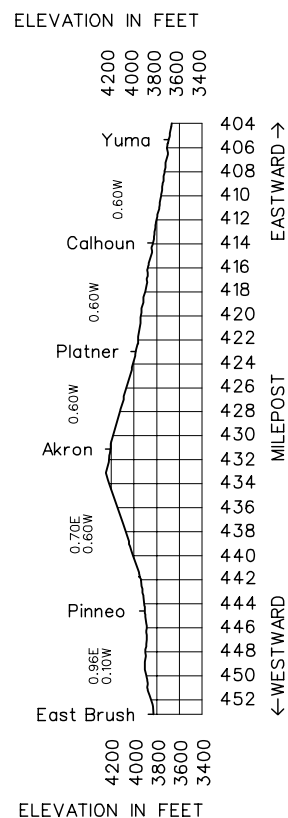
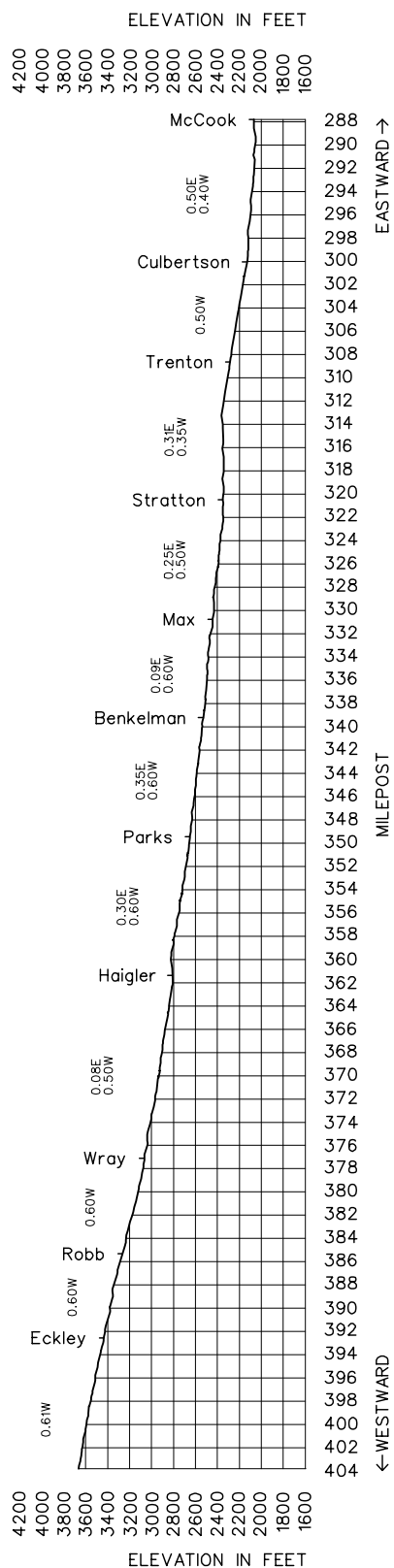
Line Segment Limits

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



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

Radio Channel 72 in Service

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

Dispatcher Telephone Numbers

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

Train Dispatcher—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		

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

1. Train does not contain empty car(s). Refer to Item 1(C) of the System Special Instructions for determining speed for multiplatform, intermodal equipment.
 2. Train does not exceed 8,500 feet.
 3. Train does not average more than 80 TOB.
 4. Engineer can control speed to 70 MPH without use of air brakes. (If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)
- Exceptions:
Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

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

Trains consisting entirely of loaded double-stack equipment:

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

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

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

	Passenger	Freight
MP 554.9 to MP 554.2	40 MPH.	40 MPH.
MP 554.2 to MP 553.6	79 MPH.	60 MPH.
MP 553.1 to MP 552.8	60 MPH.	55 MPH.
MP 551.6 to MP 551.4	79 MPH.	60 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 22.2		30 MPH.
MP 21.1 to MP 20.8		40 MPH.
MP 20.1 to MP 19.8		40 MPH.
MP 19.5 to MP 19.1		30 MPH.
MP 17.9 to MP 17.6		40 MPH.
MP 11.2 to MP 10.6		40 MPH.
MP 1.0 to MP 0.0		20 MPH.

1(C). Speed—Switches and Turnouts

MP 550.7, turnout to Main 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.

1(D). Speed—Other

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

Temperature Speed Restrictions

Hot Weather—When the temperature is 110 degrees Fahrenheit and higher do not exceed the following speeds:

MP 554.9 to MP 533.6	
Trains 100 TOB and over	45 MPH.
Trains up to 100 TOB	50 MPH.

When the temperature exceeds 95 degrees Fahrenheit do not exceed the following speeds:

MP 195.0 to MP 174.0	
MP 145.0 to MP 99.0	
Trains 100 TOB and over	40 MPH.
Trains up to 100 TOB	45 MPH.

Cold Weather—When the temperature is -10 degrees F and lower do not exceed the following speeds:

MP 235.5 to MP 0.0	
Trains 100 TOB and over	30 MPH.
Trains up to 100 TOB	45 MPH.

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

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

3. Type of Operation

ABS—in effect:

MP 554.9 to MP 554.0

CTC—in effect:

MP 554.0 to MP 533.6

MP 85.6 to MP 85.4

MP 1.0 to MP 0.0

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

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

Multiple Main Tracks—

2MT: MP 554.9 to MP 550.7

TWC—in effect:

MP 235.5 to MP 85.6

MP 85.4 to MP 1.0

Yard Limits—in effect:

MP 557.8 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 70 for instructions prior to passing MP 2.5. After contact, additional instructions may be required from the Assistant Trainmaster Amarillo on radio channel 84 for trains proceeding toward South Yard.

Manual Interlockings Not Controlled by BNSF

<u>Location</u>	<u>Controlling Railroad</u>
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MP 85.5 UP RRR UP

Use radio channel 72 tone 2* to communicate with UP

Dispatcher controlling interlocking.

4. General Code of Operating Rules Items

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

Rule 12.1—ATS in effect:

MP 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 109.0—Recall Code 387

MP 93.2—Recall Code 388

MP 69.6—Recall Code 397

MP 54.2—Recall Code 398

MP 28.1—Recall Code 428

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. Rotating red lights 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 (See System Special Instructions, Item 8)

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 130.8	22	130
MP 130.8 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

6. FRA Excepted Track—None

7. Special Conditions

La Junta Yard—No loaded coal trains or loaded unit grain trains are to be yarded on any track in La Junta Yard, except track 0197.

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
 Harbord 8701 (North)
 Springfield 9506 (South)
 Bisonte 6301 (North)
 Campo 5201 (South)
 Boise City Yard Track (South)
 Kerrick 3692 (North)
 Stratford 3684 (South)
 Lautz 3680 (North)
 Etter 3639 (North), 3648 (South)
 Dumas 3616 (South)
 Marsh 3604
 Juilliard 3601 (South)

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

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

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

Between Dumas Jct. and BC Jct.

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

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

8. Line Segments

Yard Line Segments

Line Segment Limits

7353 La Junta Yard

Road Line Segments

Line Segment Limits

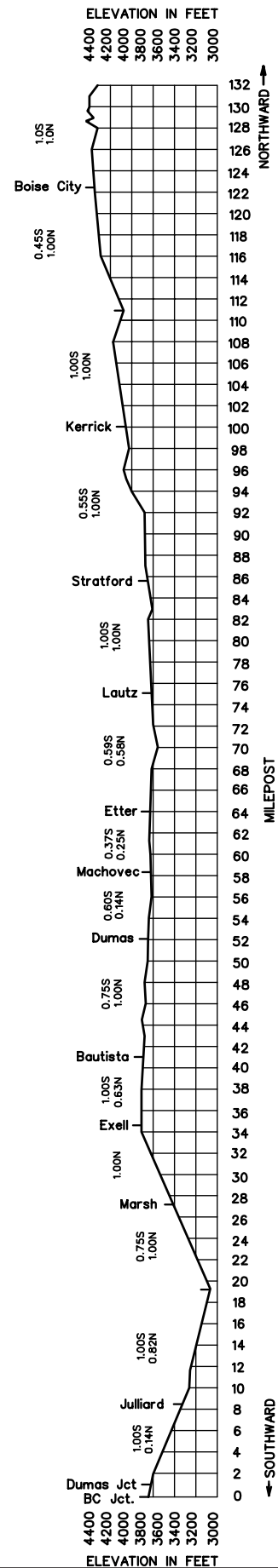
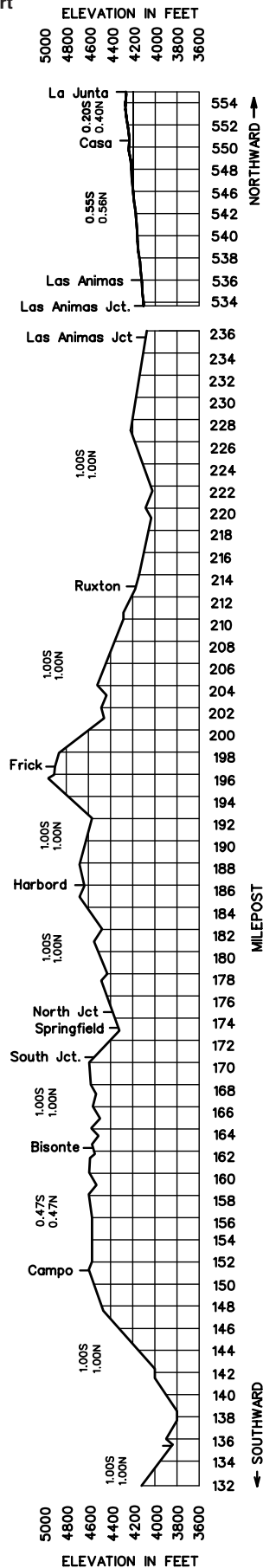
7300 La Junta to Las Animas Jct.

7105 Las Animas Jct. to BC Jct.

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Cars	Switch Opens
Ruxton	212.9	42	South
Harbord	186.0	44	South
Manter Industrial Spur	172.0	3.97 miles	
Bisonte	162.5	44	South
CV Industrial Spur	121.2	4.4 miles	
James R. Lovell	82.8	27	South
Lautz	75.1	73	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



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

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

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

Radio Channel No. 78 in service Yard Informational Channel

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

Radio Channel No. 76 in service Industry Jobs.

Radio Channel 39 in service for industry jobs/inbound/outbound crews and yardmasters 31st Street, 38th Street and 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		
Brush - 26(X)	Wiggins - 27(X)	Barr - 29(X)
Denver - 31(X)	Keenesburg - 28(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

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

UPRR Dispatcher

(800) 726-1178

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

UP MP 56.1 to UP MP 59.1	20 MPH.
MP 149.5 to MP 150.0	20 MPH.
East Brush to Brush Jct.	35 MPH.
Crossover MP 150.0 to MP 454.9	
Brush Center	20 MPH.
MP 454.9 to MP 456.5 Track 1	20 MPH.
MP 506.0 to MP 506.7	65 MPH.
MP 535.3 to MP 537.2 (Eastward trains	
HER only at MP 535.3)	40 MPH.
Over UP Crossing MP 537.3	30 MPH.
MP 537.4 to MP 539.6	40 MPH.
Signal MP 539.6 to MP 541.2	30 MPH.
MP 541.2 to MP 541.5	10 MPH.
MP 541.5 to MP 541.7, MT1 and MT 2	10 MPH.
Through Denver Union Terminal Limits	10 MPH.
Passenger trains Denver Union Terminal	
to 31st Street yard via passenger lead	10 MPH.

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

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.
Commerce City, ConAgra Lead, track 535, WE	5 MPH.
Market Street Main, east end Nabisco pass	5 MPH.
Denver, Coal 1 and Coal 2	20 MPH.
Denver, 38th St. Yard Track CM38	5 MPH.

Temperature Speed Restrictions

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	65 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

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

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

Brush Center—Oil track
 Moseley—Stock track
 Fort Morgan—South house track and Factory Lead
 Sterling—Kugler Fertilizer, Louisberg Elevator, GW Sugar
 Factory

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

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

High Wide Loads—High wide loads must not use the following tracks: the Siding at Fort Morgan, #1 or #2 Track at Brush, and the Siding at Messex.

3. Type of Operation

ABS/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 Brush Subdivision train dispatcher.

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

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

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

Yard Limits—in effect:
 MP 56.1 to MP 59.1

Restricted Limits—in effect:
 At Sterling from MP 112.1 on the 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 6.2—At Denver, eastward trains operating via the Brush and Akron Subdivisions must obtain General Track Bulletins listing restrictions between Denver and New Hillrose on the Brush Subdivision and between East Brush and McCook on the Akron Subdivision.

At Denver, eastward trains operating via the Brush Subdivision must obtain General Track Bulletins listing restrictions between Denver and Sterling on the Brush Subdivision and between East Brush and Pinneo on the Akron Subdivision.

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

Rule 6.19—When flagging is required, 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.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 144.4—Recall Code 268
 - MP 470.7—Recall Code 278
 - MP 494.1—Recall Code 288
 - MP 521.9—Recall Code 298

6. FRA Excepted Track

Stock Yard trackage on the Denver Railway Inc.
 Denver Jersey Lead

7. Special Conditions

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

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

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

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

When reporting for duty at Sterling, if General Track Bulletins for your train are not available at your on-duty time, immediately call the appropriate dispatcher:

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

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

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

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

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

The head end power on Pawnee trains 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, reattach 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 notify Field Support to report the arrival and departure times at the plant. Notification can be made by touch-toning Field Support on the radio or calling (817) 317-6207.

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 to each car spotted in the auto facility.

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.

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

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

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

Close clearance—Diesel facility fueling track.

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

When switching on the Salt Mine Switching Lead, any switch cut will be limited to 25 cars or 3000 tons or 1,800 feet. Limits may be exceeded for shove movements only. Any switch cut longer than 25 cars or 1,800 feet must use the corridor. There will be a limit of two locomotives on any switch cut. All inbound trains that are required to be doubled over must use the

corridor, rather than the wye bridge route. Any bad order cars to be set out of outbound trains can be done only if the train does not pull around the wye bridge.

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

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

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

Zone 1: 38th Street North Lead 250 ft. west from the clearance point at the end of CTC to the clearance point of the South Lead crossover switch at MP 540.1.

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 1 is controlled by the 38th Street Yardmaster. 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).

Denver Switching Restrictions—Loaded auto racks, passenger cars, engines, poison gas, high-value loads, etc., must not be unnecessarily switched or couplings made so as to damage the equipment or load. It is further understood that this type of equipment will not be cut off in motion or struck by any car moving under its own momentum. Refer to General Code of Operating Rule 7.3 for additional precautions. Yardmasters will include in daily job briefings at the beginning of each shift and when conditions change during the shift with each crew, the location(s) if any, where this type of equipment is located in the yard. Switch crews are also required to inquire as to the location of these listed cars if the yardmaster does not provide this information.

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

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

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

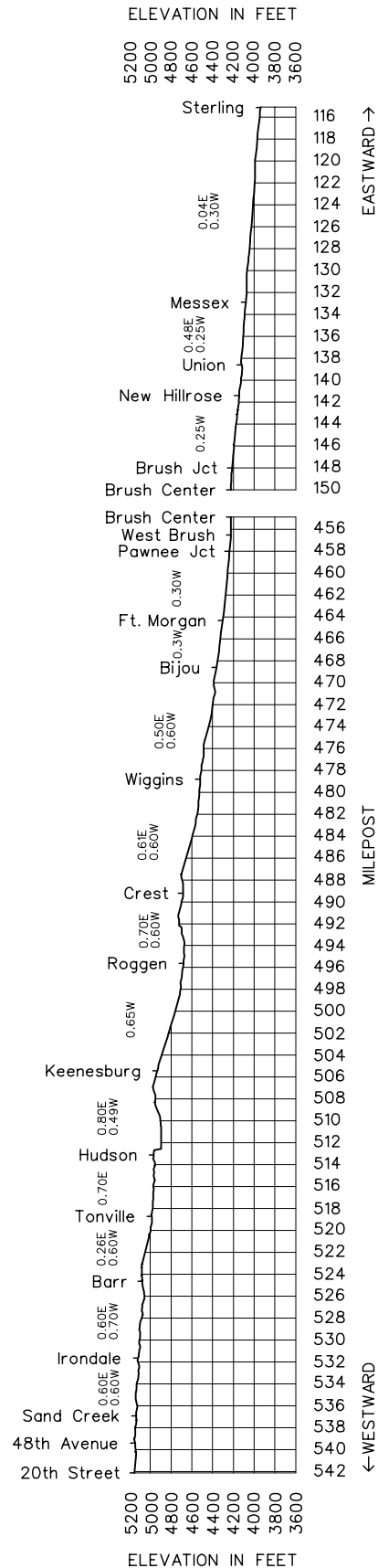
Line Segment Yard

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.

W E S T W A R D ↓	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.	↑ E A S T W A R D
	4,667	32137	103.3	WENDOVER	JT	CTC	5	4.5	
			107.8	EAST CASSA		2MT CTC		3.2	
		32145	111.0	CASSA				0.7	
			111.7	WEST CASSA		CTC		6.8	
		32153	118.5	EAST ELKHORN		2MT CTC		4.3	
			122.8	WEST ELKHORN		CTC		6.4	
	7,083	32162	129.2	BONA		CTC		4.0	
			133.2	BRIDGER JCT	J		29.9		

Radio Channel 66 in service.

Radio Call-In		
Wendover - 19(X)	Bona - 68(X)	Emergency - Call 911
Dispatcher X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5		

Train Dispatcher Telephone Numbers

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

1. Speed Regulations

1(A). Speed—Maximum

MP 103.3 to MP 133.2, including trains 100 TOB and over **Freight** 50 MPH.

1(B). Speed—Permanent Restrictions

MP 95.6 to MP 101.7 25 MPH.
 MP 96.0 to MP 95.6—EWD only (HER) 10 MPH.
 MP 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 specified 25 MPH.

1(D). Speed—Other

Wendover—East Leg of Wye 10 MPH.

Temperature Speed Restrictions

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

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

Guernsey-Bridger Jct.—Track warrants will be received at Guernsey, over the signature of the train dispatcher at Ft. Worth for movement at Bridger Jct. on the Casper Subdivision.

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—Recall Code 687

6. FRA Excepted Track—None

7. Special Conditions

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

Test Mile—MP 120.0 to MP 121.0

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

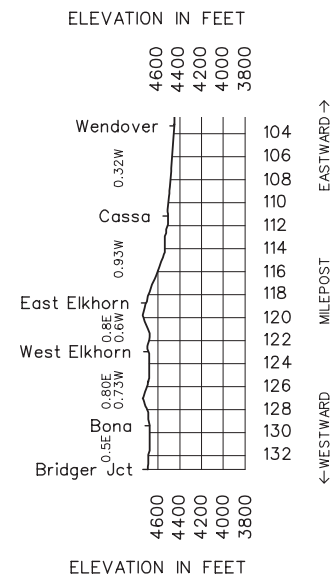
Line Segment Limits

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



SOUTH WARD ↓	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.	↑ NORTH WARD
		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	BJT			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	
	4,630	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	
	4,750	32370	336.0	THERMOPOLIS	B			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	B			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. 8814 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	
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5		

Train Dispatcher Telephone Numbers

Casper to Laurel - 0700-2300:

(817) 234-6053, Fax (817) 234-6067

Casper to Laurel - 2300-0700:

(817) 234-1605, Fax (817) 234-1606

Bridger Jct. to Casper:

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

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

MP 371.68 to MP 372.0, Track 4240 Coors	5 MPH.
MP 376.55 at Durkee Track 4255, Gas Track to end of track	5 MPH.
MP 376.55 at Durkee Track 4251, North Spur to end of track	5 MPH.
All sidings	10 MPH.
Sidings—Trains 100 TOB and over	5 MPH.
Exception: Wade, Kane, Pulliam, Bonneville, Arminto, Powder River, Richards, and Orin	10 MPH.
Item 1 A of the System Special Instructions applies and includes all trains consisting of empty equipment.	

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. is 85 degrees F or greater		Cold Weather When temp. is -10 degrees F or colder
Casper	35	Trains 100 TOB and over	30
	35	Freight trains up to 100 TOB	40
	35	Empty coal trains	40

Between Bucknum and Orin:

When Ambient temperatures falls below 0 degrees Fahrenheit, do not
exceed 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

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

Casper—Southward trains at Casper must obtain an additional track warrant from Powder River, Canyon subdivision dispatcher for movement on 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

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

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

Rule 6.28—MRL responsibility 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 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

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.

Dave—For coal trains unloading counter clockwise, the Coal Loop Switch at MP 171.0 derail must be lined for the derailing position when trains are left unattended. The following Pacific Power tracks must not be used without the authority of the train dispatcher:

- Track 1 beyond 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.

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.

Trains arriving or departing Casper must notify the Through Freight Desk at (817) 593-7610.

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.

The back lead is to be used only by northward trains and for switch moves.

Greybull—Cars found to be leaking product in the yard will be moved to the Rip Track for repair immediately.

Test Mile—Test mile signs have been placed for Southward movement between MP 509.0 and MP 508.0, and between South R.L. Laurel and Silesia.

Restricted Clearance

Stucco—The loading ramp will not clear a man on the side of a car.

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.

Break-in-Two Reports

1. When a train has stopped for an emergency application for any reason, the crew must notify the dispatcher immediately.
2. As soon as the reason for the emergency has been determined, the dispatcher must be informed of the milepost location, the location of the train, the car number(s), the type of coupler (if applicable), the speed and amount of air/dynamic braking or the throttle position at the time of the emergency, and if the train is on an ascending or descending grade.
3. Upon arrival at the terminal, the engineer must complete a break-in-two report for any train separation regardless of

the cause. In addition, call the appropriate road foreman (Casper/Cody subs: 473-5221) to discuss the break-in-two or leave a voice mail message explaining the break-in-two.

The dispatcher must send the appropriate report concerning the incident to the proper Colorado Division road foreman. The dispatcher must also arrange to have pulse tapes removed at the next forward location and forwarded to the appropriate road foreman.

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

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

8. Line Segments

Yard Line Segments

Line Segment Limits

717 Greybull
 894 Casper

Road Line Segments

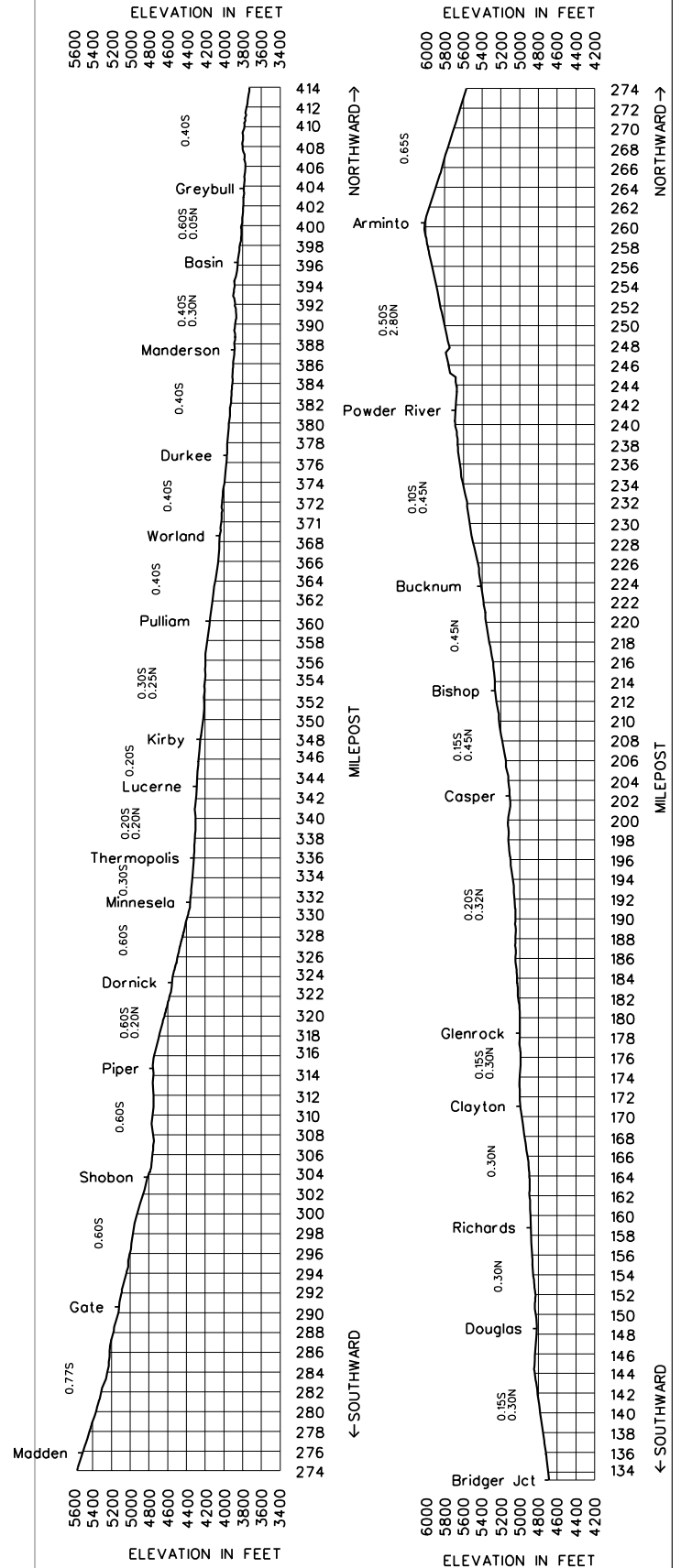
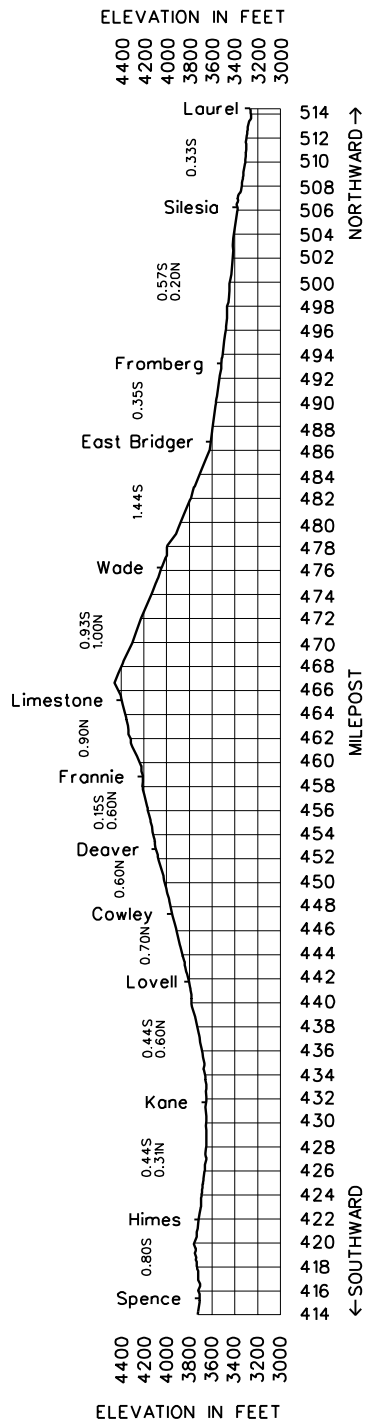
Line Segment Limits

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

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
32167 Orin Long X-Over to CNW	Orin	28	Both
32182 Douglas Equip. Trk.	Douglas	6	North
32205 Clayton	Clayton	25 20	South North
32207 Dave	1.6 north of Clayton	120	South
32269 Sodium	11.3 north of Bucknam	10	South
32318 Lysite	10.1 north of Madden	25	South
32370 Thermopolis Trk. S. Siding	Thermopolis	70	Both
32400 Geddes	5.3 north of Pulliam	17	North
32403 Worland S. Siding	Worland	32	Both
32403 Worland East House Trk.	Worland	39	Both
32403 Worland West House Trk.	Worland	32	Both
32405 Coors	2.5 north of Worland	28	Both
32431 Basin Back Trk.	Basin	12	Both
32431 Basin House Trk.	Basin	15	Both
32440 Magnet Cove	2.2 north of Greybull	12	South
32446 Stucco	7.7 north of Greybull	50	Both
32468 Baroid	2.0 north of Kane	70	Both
32473 Quality	7.0 north of Kane	24	Both
32476 Lovell Team Trk.	Lovell	27	Both
32476 Lovell S. House Trk.	Lovell	35	Both
32479 Sage Creek Spur	2.4 north of Lovell	24	Both
Wyoming Lime Company	1.5 north of Frannie	11	South
32493 Frannie N. Siding	Frannie	56	Both
32500 Rock Track	Limestone	59	Both
32523 Fromberg House Trk.	Fromberg	40	Both
32534 Edgar N. Trk.	5.9 north of Fromberg	45	North

10. Grade Chart



WESTWARD ↓	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.	EASTWARD ↑
		32493	0.8	FRANNIE	BRJT			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
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5

Train Dispatcher Phone Numbers

(817) 234-6053, Fax (817) 234-6067.

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 Crossing 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

Break-in-Two Reports

- When a train has stopped for an emergency application for any reason the crew must notify the dispatcher immediately.

- As soon as the reason for the emergency has been determined the dispatcher must be informed of the milepost location, location of train, car number(s), type of coupler (if applicable), speed and amount of air/dynamic braking or throttle position at the time of the emergency and if the train is on an ascending or descending grade.
- Upon arrival at the terminal, the engineer must complete a break-in-two report for any train separation regardless of cause. In addition, call the appropriate road foreman (Casper/Cody subs: 473-5221) to discuss the break-in-two or leave a voice mail message explaining the break-in-two.

The dispatcher must send the appropriate report concerning the incident to the proper Montana Division road foreman. The dispatcher must also arrange to have pulse tapes removed at the next forward location and forwarded to the appropriate road foreman.

Test Mile—Test mile signs have been placed for westward movement between MP 5.0 and MP 6.0 between Frannie and Garland, and for eastward movement between MP 38.0 and MP 37.0 between Cody and Ralston.

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

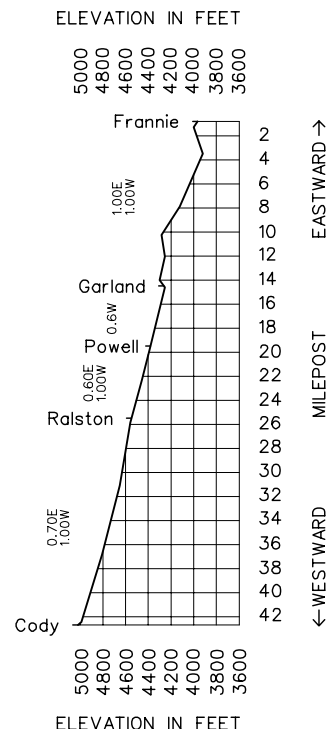
Road Line Segments

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



Length of Siding (Feet)	Station Nos.	Mile Post	Dalhart MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	40790	347.2 454.2	SIXELA				1.3
	40788	452.9	TEXLINE	B	ABS TWC		11.3
	40777	441.6	PERICO				7.1
8,172	40770	434.5	GUY				16.9
	40753	417.6	DALHART	MT	TWC		0.1
		417.5	UP RRX	JM	CTC		13.8
					TWC		
	40736	403.7	HARTLEY			485	15.6
7,595	40723	388.1	CHANNING		ABS TWC		16.4
7,486	40708	371.7	TASCOSA				12.5
7,100	40691	359.2	BODEN				11.9
8,712	40682	347.3	GENTRY				11.6
	40671	335.7	AMARILLO	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		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Dispatcher Telephone Number

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

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

MP 454.2 to MP 452.4	49 MPH.
MP 452.4 to MP 452.2	25 MPH.
MP 419.2 to MP 415.5	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.

Freight

Temperature Speed Restrictions

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

MP 454.2 to MP 387.0	40 MPH.
Trains 100 TOB and over	45 MPH.
Trains up to 100 TOB	45 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

Texline to Amarillo 143 tons, Restriction A

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

3. Type of Operation

TWC—in effect:

MP 454.2 to MP 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 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)

- Protecting bridges, tunnels or other structures:
MP 393.0 (SWD only)—Recall Code 378
MP 365.1 (NWD only)—Recall Code 368
- Other TWD locations
MP 438.8—Recall Code 398
MP 422.0—Recall Code 388
MP 406.0—Recall Code 377
MP 393.0 (NWD only)—Recall Code 378
MP 365.1 (SWD only)—Recall Code 368

6. FRA Excepted Track—

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

7. Special Conditions

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

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

Remote 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.

Remote Operation of North Dual Control Switch

Amarillo—MP 338.0

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

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

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.

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

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

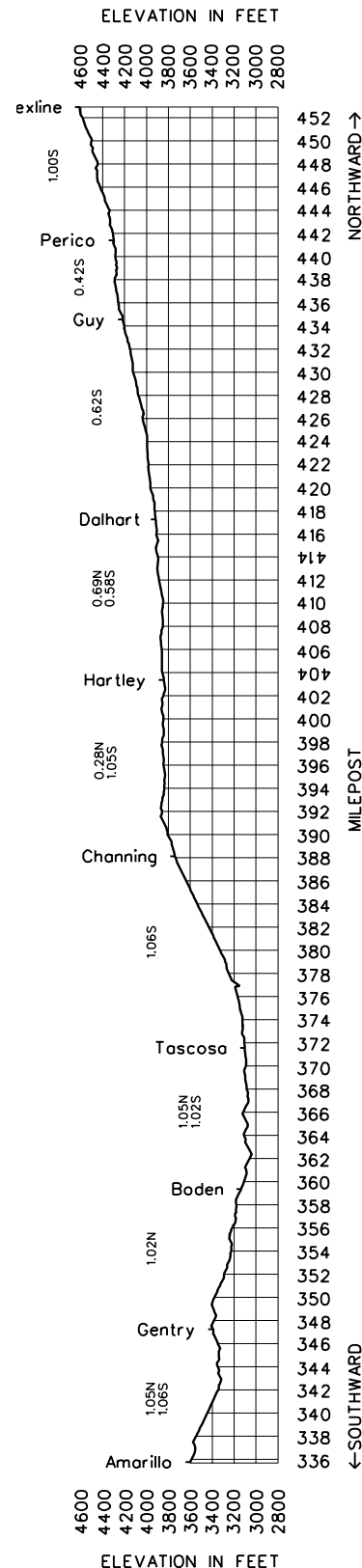
493 Bushland Pocket switch to End of Track is 7000 feet.

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 Yard Information Channel.

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

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

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

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

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

Radio Call-In		
Longmont - 31(X)	Berthoud - 32(X)	Ft. Collins - 43(X)
Cheyenne - 34(X)	Horse Creek - 35(X)	Farthing - 39(X)
Chugwater - 36(X)	Wheatland - 37(X)	Wendover - 38(X)
Denver - 62(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

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 54.0	40 MPH.
MP 49.8 to MP 45.8	40 MPH.
MP 32.1 to MP 27.0 (HER)	20 MPH.
MP 27.0 to MP 13.7	30 MPH.
MP 6.5 to MP 5.5	25 MPH.
MP 5.5 to MP 4.5	10 MPH.
Broomfield to Lafayette	10 MPH.
Longmont to Barnett	10 MPH.
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.

Temperature Speed Restrictions

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	40 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 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 125.3 to MP 116.3
MP 45.8 to MP 41.3
MP 4.5 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 west 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 8.12—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

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

Moba—Crews handling coal trains into the Laramie Power Station must notify Field Support to report the arrival and departure times at the plant. Notification can be made by touch toning Field Support on the radio or calling (817) 593-6207.

Ensure that all arrival and departure times are reported to the Alliance Desk at 763-2343 on all Moba trains. Provide the following information:

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

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

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

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

Slater—The Slater switch is out of service and spiked.

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

Southward trains must not proceed south of Roundtop Road, MP 122.43, without permission from the proper authority. Northward trains or yard movements must not proceed north of the Interstate 25 overpass without permission from the proper authority. This is to ensure security is in position at the F.E. Warren Air Force Base.

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.

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

Norfolk—The siding must be used for northward train movement only, switching moves excepted.

Rawhide Power Plant—The following speed restrictions apply:

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

Trains must not enter Dumper until a green signal and verbal permission via radio are received from Dumper Operator. Inbound trains will cut off the caboose to clear outbound movement at the Car Dumper Switch. Gate and switches should be lined for movement to the Dumper.

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

Empty coal trains must receive a 1,000-mile air brake test.

Crews handling coal trains into Rawhide Power Plant must notify Field Support to report the arrival and departure times at the plant. Notification can be made by touch toning Field Support on the radio or calling (817) 593-7610.

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

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

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

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

Train indicator and vehicular traffic lights have been installed on GREAT WESTERN SPUR at Lincoln Street Crossing, MP 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 side opposite the Longmont depot.

Lyons Branch—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.

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

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

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

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—Loaded auto racks, passenger cars, engines, poison gas, high-value loads, etc., must not be unnecessarily switched or couplings made so as to damage the equipment or load. It is further understood that this type of equipment will not be cut off in motion or struck by

any car moving under its own momentum. Refer to General Code of Operating Rule 7.3 for additional precautions. Yardmasters will include in daily job briefings at the beginning of each shift and when conditions change during the shift with each crew, the location(s) if any, where this type of equipment is located in the yard. Switch crews are also required to inquire as to the location of these listed cars if the yardmaster does not provide this information.

When practical, the above cars should be placed 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.

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

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

Zone 1: 38th Street North Lead 250 ft. west from the clearance point at the end of CTC to the clearance point of the South Lead crossover switch at MP 540.1.

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 1 is controlled by the 38th Street Yardmaster. 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).

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

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

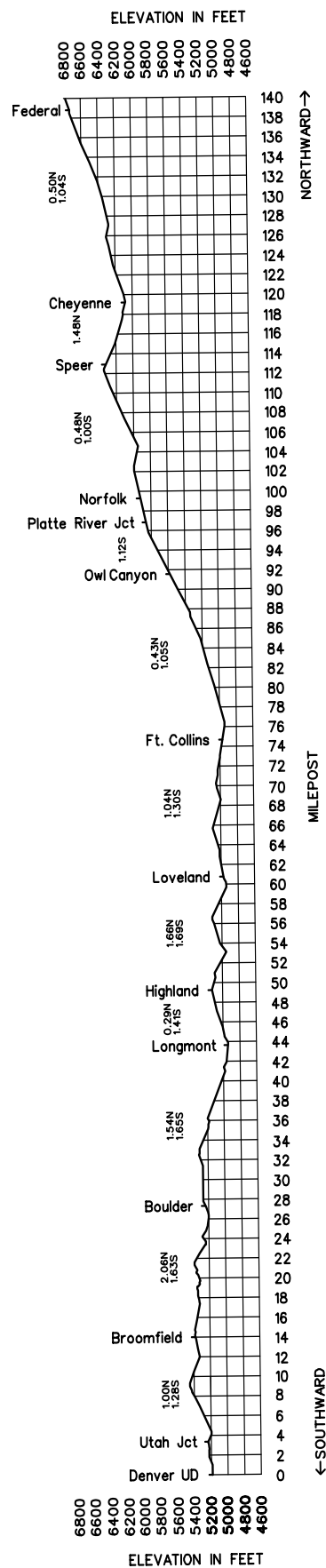
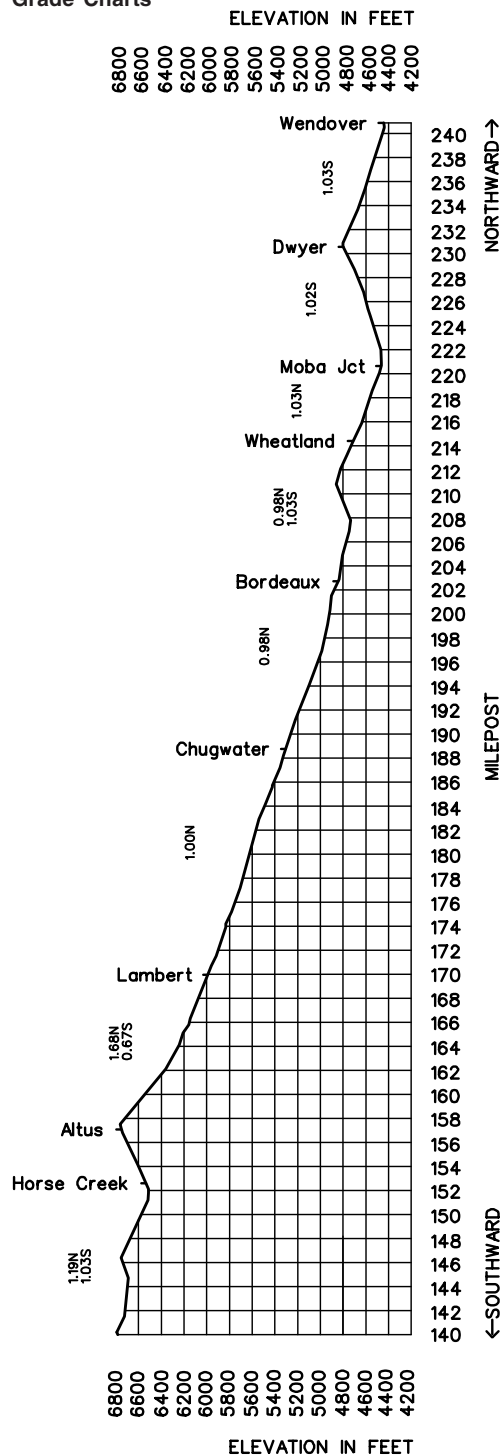
Line Segment Limits

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
41334 Slater	9.0 north of Chugwater	22	South
41357 Moba Jct.			North
	Track No. 1	104	Both
	Track No. 2	15	North
	Track No. 3	17	North
	Track No. 4	34	South
	Track No. 5	24	South
	Track No. 6	18	Both
	Track No. 7	20	Both
	Track No. 8	8	North
	Track No. 9	120	South

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Golden Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		84301	1.0	PROSPECT JCT.		JR	CTC	476	3.8	
	Between Prospect Jct. and C&S Jct., BNSF trains and engines operate over UP tracks and are governed by UP timetable.									
			4.9	C&S JCT.		JR	TWC	482	6.9	
		89311	11.8	TERRILL JCT.		JR			4.8	
		89316	14.4	GOLDEN		BR	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
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Phone Number

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

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 4.9 to MP 14.4	20 MPH.

1(B). Speed—Permanent Restrictions

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

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

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

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

Maximum Gross Weight of Car

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

CTC—in effect:

At Prospect Jct.

TWC—in effect:

MP 4.9 to MP 13.8

Restricted Limits—in effect:

MP 4.9 to MP 15.8

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

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

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

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

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

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

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

Coors—All beer runs and/or switch engines must have permission to enter Coors East Yard and before crossing 44th and Eldridge (traffic signals). The head end will call Coors at (303) 277-2861 to get permission to enter the East Yard.

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

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

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

Coors Pull Orders

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

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

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

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

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

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

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 Segments Limits

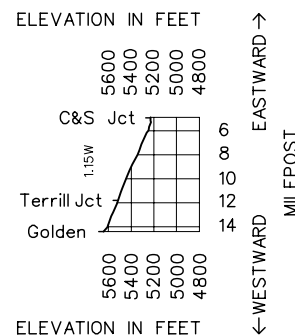
476 Prospect Jct.

482 C&S Jct. to Golden

9. Locations Not Shown as Stations

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

10. Grade Chart



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

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hereford Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EAST WARD
			550.5	EASTERN	TX	2MT	7100	1.7	
			552.2	EAST TOWER	JM	CTC		0.5	
			552.7	WEST TOWER	MX(2)	3MT		1.3	
		53200	554.0	AMARILLO	BCPT	CTC		1.8	

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

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 over 55 MPH.

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

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

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

Exceptions

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

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

Trains consisting entirely of loaded double-stack equipment:

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

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

1(B). Speed—Permanent Restrictions

Freight

MP 551.9 to MP 554.4 20 MPH.

1(C). Speed—Switches and Turnouts

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

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

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

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

MP 552.4, BNSF RRRs, turnouts to main tracks

and freight leads 20 MPH.

MP 552.7, all switches 20 MPH.

1(D). Speed—Other

Amarillo—east and west freight lead 20 MPH.

Temperature 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 554.0 143 tons, Restriction A

3. Type of Operation

CTC—in effect:

MP 550.5 to MP 554.0

Multiple Main Tracks—in effect:

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.

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

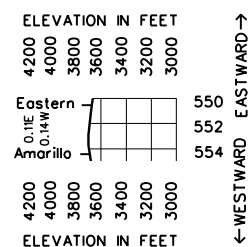
Road Line Segments

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				0.5	
				75.4	CIMARRON	X		477	1.0	
				76.4	S. COLORADO SPRINGS				2.7	
	5,400	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)			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	
					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	
					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 COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	FS	EMER
BNSF between Pueblo Jct. and Englewood	36	1	3	4	5&7	9
BNSF between Englewood and 20th St.	66	N/A	N/A	N/A	N/A	N/A
UP Littleton and Pueblo Jct. UP-dispatched trackage	54	N/A	N/A	N/A	N/A	N/A

Train Dispatcher Telephone Numbers

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 1.5	20 MPH.
MP 1.5 to MP 4.5	30 MPH.
MP 4.5 to MP 84.4	45 MPH.
MP 84.4 to MP 108.6, MT1	55 MPH.*
MP 84.4 to MP 108.8, MT2	50 MPH.*
MP 108.6 to MP 118.4, MT1	55 MPH.*
MP 118.3 to MP 118.8, MT1	20 MPH.
MP 118.8 to MP 120.4, MT1	15 MPH.
MP 108.8 to MP 115.0, MT2	50 MPH.*
MP 115.0 to MP 118.2, MT2	45 MPH.
North Pueblo Highline, arriving and departing	10 MPH.
MP 52.0 to MP 12.2, Main 1 against the current of traffic	45 MPH.
MP 12.2 to MP 52.0, Main 2 against the current of traffic	45 MPH.

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

1. Train exceeds 10,000 feet; or
2. Train averages 100 TOB or more.

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

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

A train that exceeds the above table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and a ** 15 ** pound brake pipe reduction will not control the train at the allowable speed, the train must be stopped and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced, or retainers on all cars placed in operative position. The train must not proceed except as instructed by a road foreman of engines or other proper authority.

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

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

1(B). Speed—Permanent Restrictions

Freight

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

1(C). Speed—Switches and Turnouts

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

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

1(D). Speed—Other

Sedalia, through crossover	5 MPH.
Over street crossings (HER)	
MP 32.4 to MP 32.6, Main 2, all streets	40 MPH.
MP 89.6 to MP 84.7, Main 2	35 MPH.
Kelker Yard BNSF side only	5 MPH.
BNSF Colorado Springs Track 901 through 922	5 MPH.
BNSF Old Main Track 999	5 MPH.
Pueblo Jct.—all tracks	15 MPH.

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

MP 43.4 to MP 43.5, MT2
MP 43.7 to MP 43.9, MT2
MP 44.1 to MP 44.2, MT2
MP 76.0 to MP 76.2
MP 32.5 to MP 36.5, MT1

Freight

Temperature Speed Restrictions

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

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

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

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

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

3. Type of Operation

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

Location	Controlling Railroad
MP 120.6	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 6.19—When flagging is required the distance will be 2.0 miles.

Rule 6.25—Trains must obtain TWC and authority to pass the signal at Palmer Lake from single track to Main 1 when they are required to operate against the current of traffic on Main 1.

Trains must obtain TWC and authority to pass the signal at Crews from single track to Main 2 when they are required to operate against the current of traffic on Main 2.

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.

Rule 14.4—Delete the second paragraph of Part 1. Add to Parts 2 and 3:

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

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

Rule 14.5—Add to Part 2:

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

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

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

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

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

- The sequential order of the 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.

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 Rule 102.12.1—When adding helper locomotives, conductor on helpers must inspect not less than three cars ahead of helpers to determine brakes apply from a service application before releasing brakes and proceeding.

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	8
4,001 to 5,000	6	6	6	6	6	8	10
5,001 to 6,000	6	8	8	8	8	10	12
6,001 to 7,000	8	8	8	8	10	12	14
7,001 to 8,000	8	8	8	8	10	12	14
8,001 to 9,000	8	8	8	10	12	14	16
9,001 to 10,000	8	8	10	12	14	16	18
10,001 to 12,000	8	10	12	14	16	18	20
12,001 to 14,000	10	12	14	16	18	20	22
14,001 & higher	12	14	16	18	20	22	24
Total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the table. When using this table, round calculations up to the next whole number when determining TOB. For example, 105.1 TOB becomes 106 TOB. For purposes of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in the train's total trailing tonnage.							

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

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
UP MP 22.9—DED—Exception Reporting (Main 1)
UP MP 24.5—DED—Exception Reporting (Main 1)
UP MP 26.8—DED—Exception Reporting (Main 2)
UP MP 29.4—DED—Exception Reporting (Main 2)
UP MP 31.6—DED—Exception Reporting (Main 2)
UP MP 33.0—DED—Exception Reporting (Main 2)
UP MP 35.0—Hot Box/DED (Main 2)
UP MP 37.6—DED—Exception Reporting (Main 2)
UP MP 40.2—DED—Exception Reporting (Main 2)
UP MP 42.4—DED—Exception Reporting (Main 2)

UP MP 44.6—DED—Exception Reporting (Main 2)
 MP 46.35—Recall Code 8 (Main 1)
 UP MP 46.8—DED—Exception Reporting (Main 2)
 UP MP 48.5—Hot Box/DED (Main 2)
 UP MP 50.5—DED—Exception Reporting (Main 1)
 UP MP 54.2—DED—Exception Reporting
 UP MP 60.4—Hot Box/DED
 UP MP 62.3—DED—Exception Reporting
 UP MP 68.8—DED—Exception Reporting
 UP MP 70.3—DED—Exception Reporting
 MP 81.1—Recall Code 8
 UP MP 86.1—DED—Exception Reporting (Main 2)
 UP MP 87.6—DED—Exception Reporting (Main 2)
 UP MP 89.2—DED—Exception Reporting (Main 2)
 UP MP 91.4—DED—Exception Reporting (Main 2)
 MP 92.3—DED—Exception Reporting (Main 1)
 UP MP 93.2—DED—Exception Reporting (Main 2)
 UP MP 95.6—DED—Exception Reporting (Main 2)
 UP MP 98.2—DED—Exception Reporting (Main 2)
 MP 99.1—DED—Exception Reporting (Main 1)
 UP MP 100.2—Hot Box/DED (Main 2)
 UP MP 102.4—Hot Box/DED (Main 2)
 MP 103.4—Recall Code 8 (Main 1)
 UP MP 104.8—DED—Exception Reporting (Main 2)
 UP MP 106.6—DED—Exception Reporting (Main 2)
 MP 108.2—DED—Exception Reporting (Main 1)
 UP MP 111.5—DED—Exception Reporting
 MP 113.6—DED—Exception Reporting (Main 1)
 UP MP 115.6—DED—Exception Reporting
 UP MP 117.0—DED—Exception Reporting

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

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

Trackside Warning Devices

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

Post-train talker message

1. The talker message will be transmitted a few seconds after the last axle has passed the detector.
2. For trains with no alarms, the following message will be transmitted:
 - UP detector (Mile Post Location), Northbound or Southbound, no alarms.

This message will be repeated once after a 2 second pause, followed by:

 - Message complete.
 - End of transmission.
3. For trains with one or more alarms, the following message will be transmitted:
 - UP detector (Mile Post Location), Northbound or Southbound, (Number) alarms, count from head end of train.
 - First alarm, hot bearing, (east or west) rail, axle (Number)
 - Second alarm, hot bearing, (east or west) rail, axle (Number)
 - Third alarm, hot wheel, near axle (Number)
 - Fourth alarm, hot wheel, near axle (Number)
 - Fifth alarm, dragging equipment, near axle (Number)

If more than 10 alarms are detected, the following message will be transmitted:

- Over 10 alarms inspect the rest of the train.

This message will be repeated once after a two-second

pause, followed by:

- Message Complete.
- End of transmission.

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

Instructions for UP Dragging Equipment Detectors

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

High Water Detectors

Main 1

1991 High water detector, MP 99.2

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
 2861 High water detector, MP 84.7

Single Track

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

6. FRA Excepted Track

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

No switching moves in may be made in 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.

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

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.

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

Pueblo—The spring switch located at the north end of Hump 3 (728) to Hump 2 (727) is protected by a switch point indicator elevated on a pole at the Hump 3 switch. This indicator is visible for southward movements only.

All trains entering the yard at north or south Pueblo must contact the yard engine on duty on channel 30 or 32 to job brief on their location and what the inbound train is going to do.

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 Littleton.

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
Main 3	MP 86.15 to MP 120.26	UPRR
	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

Two-Way ETD Between Denver and Pueblo—BNSF Trains Only

1. Operation of End-of-Train Device

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

After removing helper locomotive from the train:

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

2. Controlling Train Speed

While maintaining authorized speed, if brake pipe reduction exceed 15 psi, train must be stopped immediately and secure the train before proceeding:

- Set one retainer in the high position for each 220 trailing tons.
Note: A minimum of 20 retainers must be set. If train consist is less than 20 cars, set all retainers in the HP position.
- Recharge the train brake system.
- Southward trains operating with retainers set must stop before passing Colorado Springs (UP MP 76.6) and return retainers to the exhaust position.
- Northward trains operating with retainers set must stop and return retainers to the exhaust position before passing MP 13.2.

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

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

3. Train Separation Instructions

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

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

UPRR Dispatched Temperature Speed Restriction

Level 1 Heat Restriction:

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

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

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

Flash Flood Warnings—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

List of Long and Short Miles

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

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

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

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

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

8. Line Segments

Road Line Segments

Line Segment Limits

477 20th Street to Pueblo Jct.

Yard Line Segments

Line Segment Limits

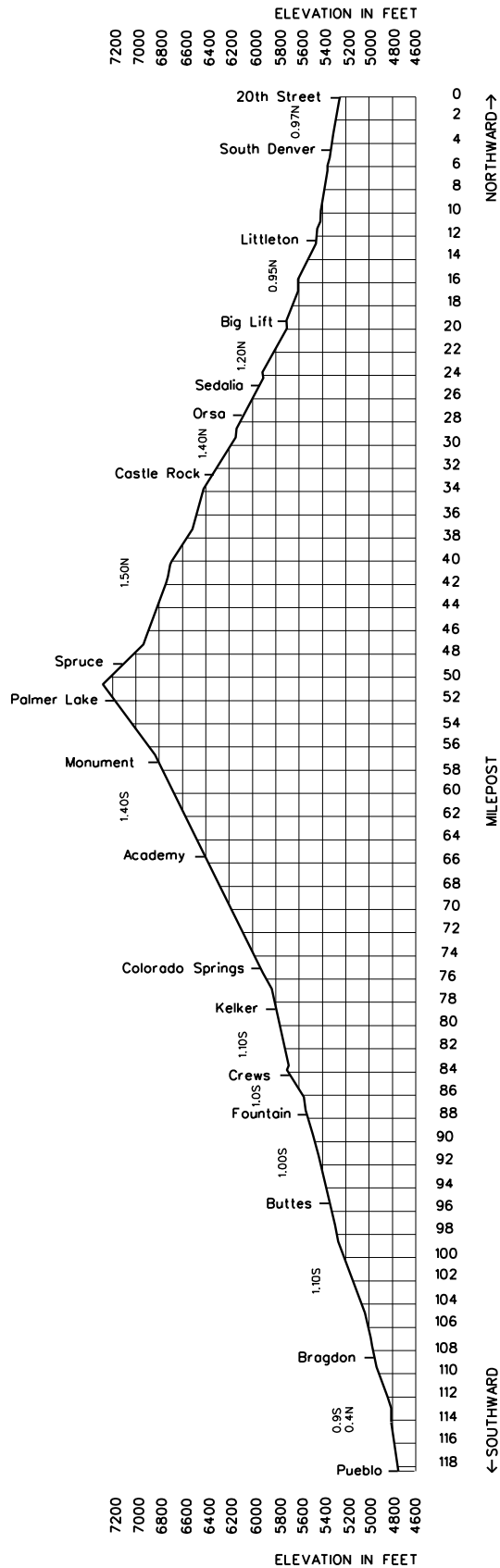
7357 Pueblo Yard

483 Kountry Line

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Main 1			
Siegel Oil Spur	1.6	1,000	South
Duwald Steel	2.4	500	South
Kountry Line	2.4	7 miles	North
Denver Lumber	5.3	250	North
Ft. Logan Spur	9.1	6,330	South
Blakeland Spur	15.3	3,000	South
Palmer Lake Spur	51.8	500	South
Castle Rock	32.23	100	South
Tomah	37.5	1,650	South
Spruce	48.8	3,000	South
Nixon Spur	91.2	15,100	North
Henkel	100.8	1,200	South
Bragdon	107.9	5,300	Both
Single Track			
Wood	56.2	1,250	South
Stadium (2)	63.3	3,200	South
Russina Spur	70.7	4,000	North
Drennan and Columbine Industrial Center (Joint UP & BNSF)	79.8	1,700	South
Main 2			
Wigwam	98.1	4,300	North
Crews	84.7	2,700	North
Palmer Lake	52.0	1,500	North
Greenland	46.6	200	North
Larkspur	42.9	750	North
Castle Rock Spur	32.5	350	North
Santa Fe Park	12.5	2,600	Both
Iowa Spur	5.5	750	North
North Burnham Lead	1.5	15,840	Both
Park Lead Spur	1.5	750	North

10. Grade Chart



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	T			5.0	
		57160	598.6	BOONE				7.0	
			591.6	NA JCT.	J			17.1	
	5,400	57150	574.5	MANZANOLA		TWC ABS	7304	3.5	
	4,100	57145	571.0	VROMAN				5.4	
	5,000	57140	565.6	ROCKY FORD				5.8	
		57120	559.8	SWINK				4.9	
		56700	554.9	LA JUNTA	BCPTY			62.9	

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

Train Dispatcher Telephone Numbers
DS 16—(817) 234-2316, Fax (817) 234-2410

1. Speed Regulations

1(A). Speed—Maximum

Freight

MP 617.7 to MP 554.9 55 MPH.
The maximum speed for freight trains is 45 MPH when:
1. Train exceeds 10,000 feet; or
2. Train averages 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) 20 MPH.

1(D). Speed—Other

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

Temperature Speed Restrictions

Cold Weather—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:
Trains 100 TOB and over 45 MPH.
Trains up to 100 TOB 45 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Pueblo Jct. to La Junta 143 tons, Restriction A

3. Type of Operation

CTC—in effect:

MP 617.7 to MP 591.6

TWC—in effect:

MP 591.6 to MP 554.9

ABS—in effect:

MP 591.6 to MP 554.9

Yard Limits—in effect:

MP 553.9 to MP 557.8

Manual Interlockings Not Controlled by BNSF

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

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)

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

7. Special Conditions

Pueblo Jct.—When rules require communication with control operator, both UP and BNSF dispatchers must be contacted.

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

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

Doane Products—When required to switch Doane Products, Track 231, do not couple to cars until a member of crew has spoken with shift supervisor. In addition, a blue flag will be placed on the leading car. Do not couple to cars until blue flag is removed by Doane personnel.

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

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

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

lock and must be kept locked at all times. The gate has 2 feet of clearance on both sides of the rail, close clearance with a person on the side of a car.

La Junta Yard—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.

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

8. Line Segments

Yard Line Segments

Line Segment Limits

7353 La Junta Yard

Road Line Segments

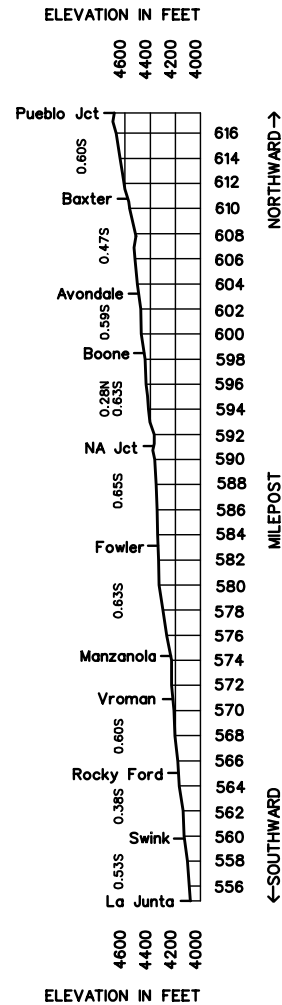
Line Segment Limits

7304 La Junta to Pueblo Jct.

9. Locations Not Shown as Stations

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

10. Grade Chart



SOUTHWARD ↓	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.	↑ NORTHWARD
			119.6	PUEBLO JCT. UPRR Control Point RGCP917	MT	CTC		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	477	8.5	
	40957		180.1	MAYNE				9.6	
	40946		189.7	LYNN		TWC ABS		6.4	
	7,735	40939	196.1	LUDLOW				12.2	
(1) 7,500 (2) 7,500	40924	208.3		TRINIDAD	B	CTC		88.7	

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

Radio Channel No. 70 in service Comanche Power Plant.

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	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

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

UP—(800) 726-1178, (402) 636-1653

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

Single Track

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

Main Track 1

MP 124.8 to MP 171.68 40 MPH.

Main Track 2

MP 124.8 to MP 171.68 40 MPH.

1(C). Speed—Switches and Turnouts

Pueblo Jct., turnout 15 MPH.
Salt Creek Jct., turnout to North Lead 10 MPH.
Southern Jct., all turnouts 10 MPH.
Walsenburg, automatic switch 20 MPH.
Mayne, through turnouts and storage track 20 MPH.
Lynn, through turnouts and storage track 25 MPH.
Ludlow, through turnouts and siding 25 MPH.
Trinidad, siding 1 and siding 2 and through turnouts 10 MPH.

1(D). Speed—Other

North Lead (to Minnequa) MP 121.2 to MP 122.6X 10 MPH.
Minnequa, all yard tracks 5 MPH.
South Lead (to Minnequa) MP 122.6X to MP 124.7 10 MPH.
MP 124.7 Comanche Power Plant Lead
to Comanche Power Plant 10 MPH.
All sidings not listed in 1(C) 10 MPH.

Item 1(A) applies to loaded or empty C6 hoppers.

Freight

Temperature Speed Restrictions

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

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:

2MT:

MP 124.8 to MP 171.68

ABS—in effect:

MP 171.72 to MP 205.99

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

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. They will not be stored on the front of switch engines or left lying on the ground. It will be permissible to have an ETD on the locomotive when building a train or adding a cut of cars to a train. The ETD will be placed on the train when the work is completed. Do not place ETDs on the walkways of locomotives.

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

Comanche Power Plant—All crews delivering or picking up coal trains at Comanche Power Plant must report the train arrival or the train departure through the VTR prior to departing Comanche Power Plant.

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

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

Do not block the north spur track.

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

Spring Switches—Spring switches may have different characteristics than normal high switches due to the buffer. Exercise proper body mechanics when handling these and all switches.

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

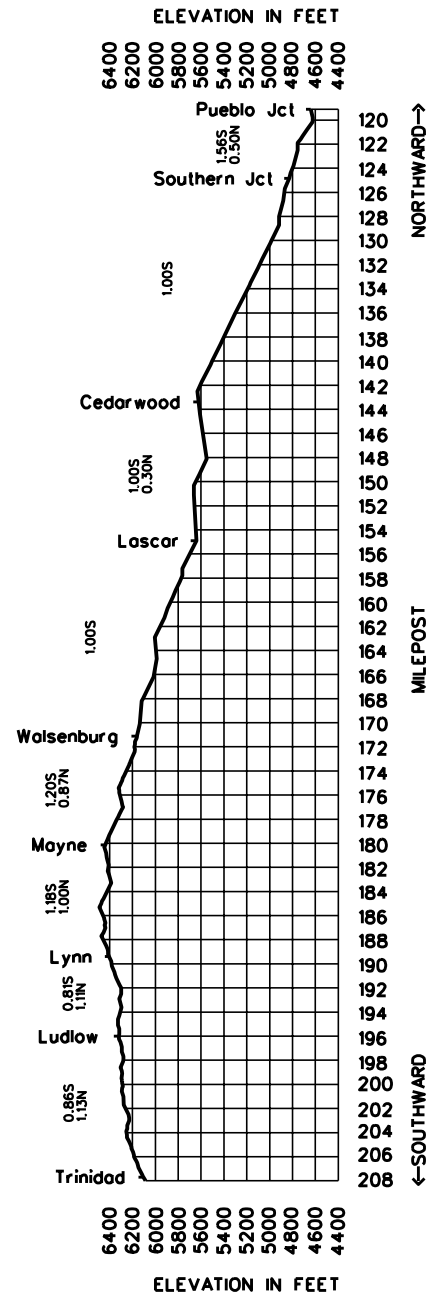
Line Segment Limits

477 Trinidad to Pueblo Jct.
7358 Minnequa Yard

9. Locations Not Shown as Stations

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

10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Twin Peaks Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
	7,500	40924	208.3	TRINIDAD	B			11.9	
	7,500								
	8,126	40917	220.2	BESHOAR				15.0	
	7,888	40903	235.2	BARELA				15.8	
	8,527	40886	251.0	TRINCHERE		CTC		12.1	
	8,099	40874	263.1	BRANSON				9.2	
	7,587	40865	272.3	ALPS				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		TWC		14.8	
		40807	330.4	ROYCE		ABS		16.8	
		40790	347.2 454.2	SIXELA				138.9	

Radio Channel No. 70 in service Texline to Beshoar.

Radio Channel No. 66 in service Beshoar to Trinidad.

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

Dispatcher Telephone Numbers

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

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

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

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

Temperature Speed Restrictions

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

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Trinidad to Sixela 143 tons, Restriction C

3. Type of Operation

CTC—in effect:

MP 208.3 to MP 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

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 electric lock unless instructed otherwise. If the train expires on the hours of service before the cars are set out, the dispatcher must be notified and the dog catch crew must set the cars out at the electric lock. All work must be reported through the VTR prior to dead heading to La Junta or tie up. The dog catch crew must report the work through the VTR.

Twin Mountain Industry—The track has an overhead clearance of 16 feet 6 inches from the top of the rail when the conveyor belt is not loading. When the conveyor belt is in the loading position, it has a clearance of 13 feet from the top of the rail. The load tracks have an overhead clearance of 15 feet 6 inches from the top of the rail when the conveyor belt is not loading. When conveyor belt is in the loading position, it has a clearance of 12 feet 6 inches from the top of the rail.

When walking or when riding cars on track 6201, you must do so on the north side because of close clearance with a loading dock on the south side. All work at Twin Mountain Industry must be reported through the VTR prior to arriving at Trinidad. If unable to report through the VTR prior to arriving at Trinidad, it must be done at Trinidad.

Grande—All empty coal trains over 128 cars must reduce their train to 128 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.

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

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

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

8. Line Segments

Road Line Segments

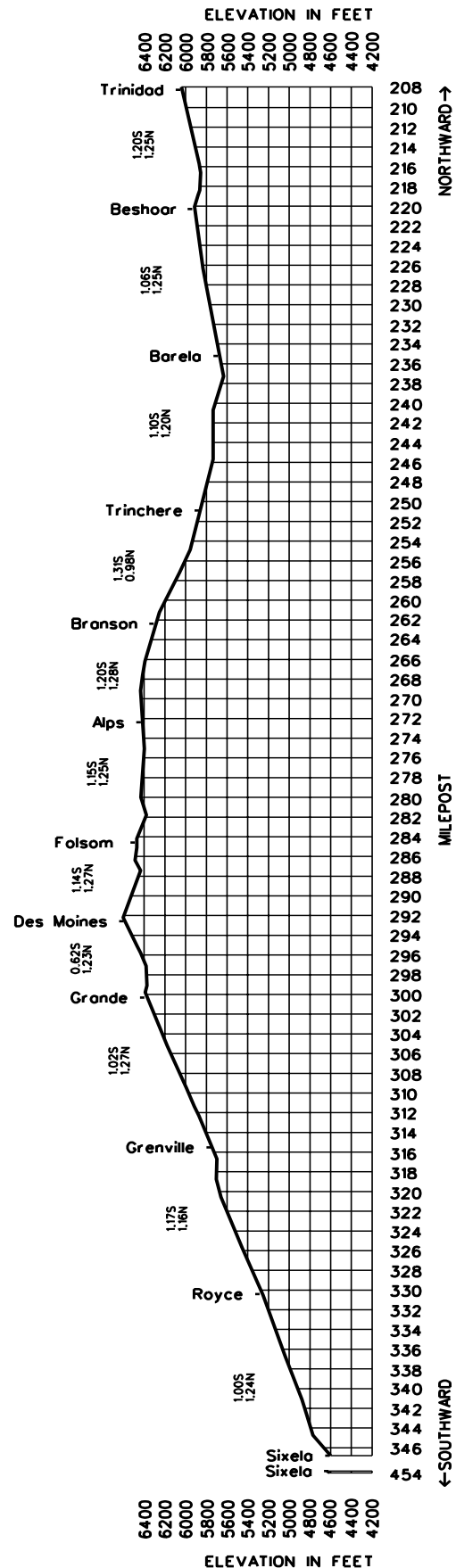
Line Segment Limits

477 Trinidad to Sixela

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Cars	Switch Opens
Twin Mountain	286.85	6	Both
Clayton	338.0	30	Both

10. Grade Chart



Track Bulletin Form B—Verbal Permission:

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

“Foreman (name and/or Gang No.) ____ using Form B restriction No. ____ between MP ____ and MP ____ (specifying subdivision when necessary).”

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

- “(Train) may pass red flag located at MP ____ without stopping on (track).”

Unless otherwise restricted, the train may pass the red flag at restricted speed without stopping.

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

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

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

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) but not exceeding ____ MPH between/at (specifying location) on (track).”

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

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

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

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

4. To require a train to stop at a designated location within the limits, add the following:

- “(Train) must stop at (location) for additional instructions.”

5. When adjacent tracks will be occupied by men and equipment, add the following:

- “Men and equipment occupying (track).”

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

Speed Tables

SPEED TABLE								
Time Per Mile			Miles Per Hour			Time Per Mile		
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 - Train
 E - Engine
 R - Railroad Cars
 M - Men & equipment fouling track
 S - Stop Signal
 D - Derail & switches properly lined
 X - Crossings at grade
 O - Other crews' movements

Remember “TERMSDXO” when shoving cars.