



## **NORTH PLATTE AREA TIMETABLE #3**

**Effective 0900 Monday, July 30, 2007**

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**This document supersedes:**

Union Pacific Railroad North Platte Timetable 2 effective Oct 27, 2002

## EXPLANATION OF CHARACTERS

Symbol Represents		Symbol Represents	
CTC	CENTRALIZED TRAFFIC CONTROL	(R)	REDUCE / RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION
CTC	CENTRALIZED TRAFFIC CONTROL	(#)	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
ATC	AUTOMATIC TRAIN CONTROL	#	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
ATC	AUTOMATIC TRAIN CONTROL	@	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS
ABS	AUTOMATIC BLOCK SIGNAL SYSTEM	\$	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
DT	DOUBLE TRACK	%	DRAGGING EQUIPMENT DETECTORS WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
TWC	TRACK WARRANT CONTROL	&	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
TWC	TRACK WARRANT CONTROL	(@)	WHEEL IMPACT DETECTORS EQUIPPED WITH RADIO TRANSMITTED VERBAL DEFECT INDICATORS - TALK ON DEFECT ONLY
ABS	AUTOMATIC BLOCK SIGNAL SYSTEM	(&)	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR - TALK ON DEFECT ONLY
#MT	MULTIPLE MAIN TRACK - # (number MT's)		
!	SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR		
(A)	AUTOMATIC INTERLOCKING		
B	BASE RADIO STATION		
D	DRAW BRIDGE		
(G)	GATE-NORMAL POSITION AGAINST CONFLICTING ROUTE		
G	GATE-NORMAL POSITION AGAINST THIS SUBDIVISION		
(M)	MANUAL INTERLOCKING		
(S)	STOP SIGN		
T	TURNING FACILITY		
(X)	RAILROAD CROSSING AT GRADE		
X	CROSSOVER BETWEEN MAIN TRACKS WITH DUAL CONTROL SWITCHES		
Y	YARD LIMITS		
(Z)	MANUAL INTERLOCKING WITH A RELEASE BOX AND A M/W KEY RELEASE, IF EQUIPPED		
(9)	SPECIAL INSTRUCTIONS APPLY ITEM 9		
(11)	SPECIAL INSTRUCTIONS APPLY ITEM 11		
N	NORTHWARD		
S	SOUTHWARD		
E	EASTWARD		
W	WESTWARD		
C	CENTER		
+	HEAD - END RESTRICTION ONLY		

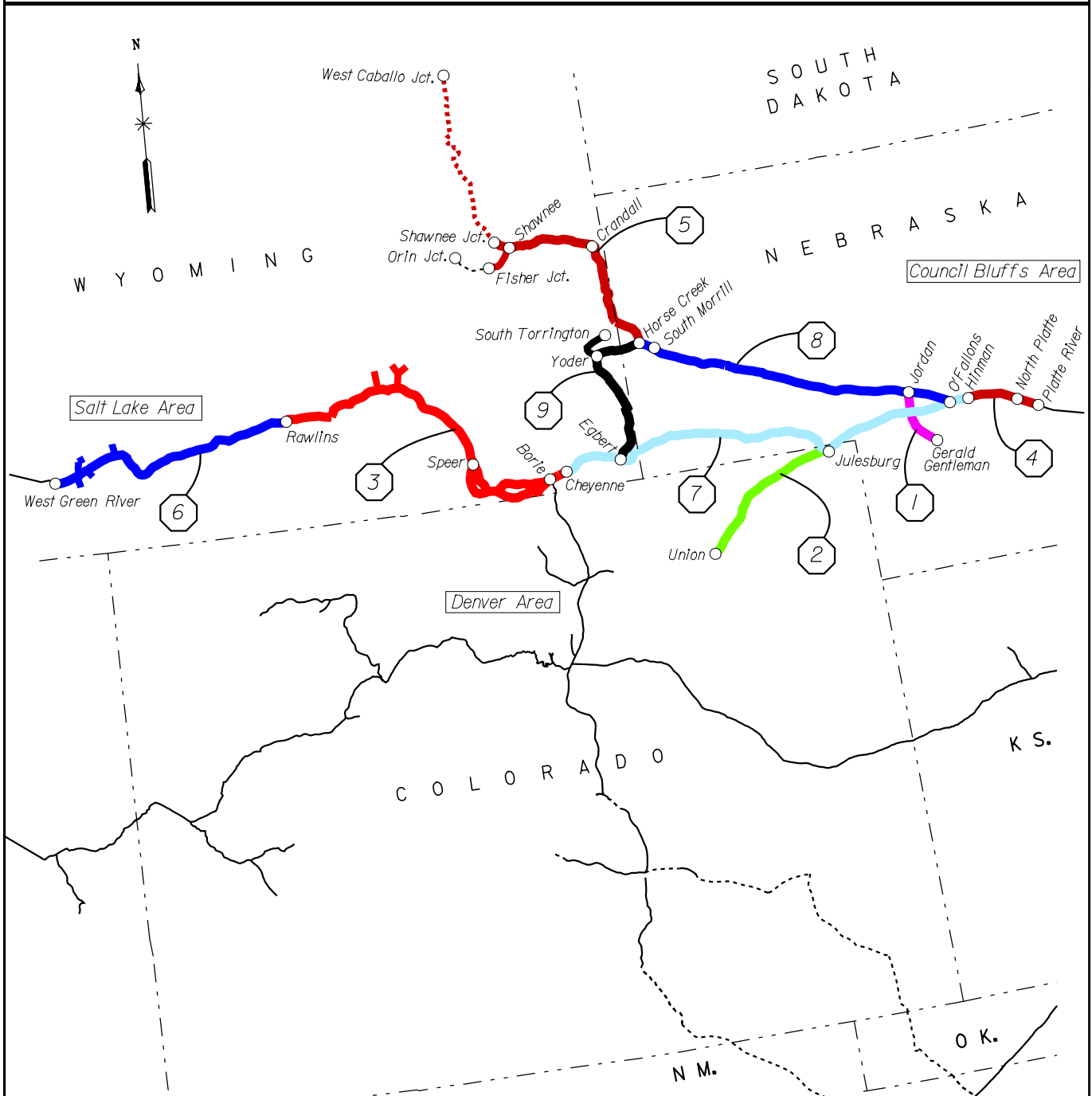
Track Diagram Color Codes		
		CTC
		ABS
		TWC
		ATC
		ACS

## OTHER AVAILABLE REFERENCE MATERIAL

Area #	Area Name	Timetable Item #	Area #	Area Name	Timetable Item #
1	Portland	PB-27020	10	Salina	PB-27029
2	Salt Lake City	PB-27021	11	Iowa	PB-27030
3	Roseville	PB-27022	12	Twin Cities	PB-27031
4	Los Angeles	PB-27023	13	Chicago	PB-27032
5	Sunset	PB-27024	14	St. Louis	PB-27033
6	Denver	PB-27025	15	North Little Rock	PB-27034
7	North Platte	PB-27026	16	Dallas / Ft. Worth	PB-27035
8	Council Bluffs	PB-27027	17	Houston	PB-27036
9	Kansas City	PB-27028	18	San Antonio	PB-27037



Building America  
**NORTH PLATTE AREA**  
**TIMETABLE #3**  
Effective 0900 Monday, July 30, 2007



1. GERALD GENTLEMAN .....	(0215)	4. NORTH PLATTE TERMINAL .....	(0213)	7. SIDNEY .....	(0235)
2. JULESBURG .....	(0717)	5. POWDER RIVER .....	(0236)	8. SOUTH MORRILL .....	(0000)
3. LARAMIE .....	(0255)	6. RAWLINS .....	(0260)	9. YODER .....	(0000)



# NORTH PLATTE AREA

## SUBDIVISION / INDUSTRIAL LEAD / MAPS :

## PAGE

Caballo, Belle Ayr & Caballo-Rojo Mines.....	30
Casper Industrial Lead: (0237).....	28
Chevron Industrial Lead: (0264).....	24
Cheyenne & Laramie Area Map.....	17
Cordero, Coal Creek, Jacobs Ranch & Black Thunder Mines.....	31
GERALD GENTLEMAN (0215).....	35
Jim Bridger Industrial Lead: (0263).....	24
JULESBURG (0717).....	33
LARAMIE (0255).....	18
Medicine Bow Industrial Lead: (0258).....	21
NORTH PLATTE TERMINAL (0213).....	2
North Platte Terminal (East Bound Classification Yard).....	11
North Platte Terminal (East End).....	13
North Platte Terminal (Van Yard).....	12
North Platte Terminal (West Bound Classification Yard).....	10
North Platte Terminal (West Bound Run Through).....	9
North Platte Terminal (West End).....	8
North Platte Terminal Area Map.....	7
POWDER RIVER (0236).....	28
Ramsey Industrial Lead: (0257).....	21
RAWLINS (0260).....	22
SIDNEY (0235).....	14
South Black Thunder, North Antelope - Rochelle & Antelope Mines.....	32
SOUTH MORRILL (0214).....	26
South Morrill Yard.....	25
South Pass Industrial Lead: (0261).....	24
South Torrington Industrial Lead: (0239).....	34
YODER (0238).....	34

# NORTH PLATTE AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
ARCHER	NX501	SIDNEY	14	JULESBURG	NX363	SIDNEY	14
BARNES	WY225	POWDER RIVER	28	JULESBURG	NX365	JULESBURG	33
BARNETT	NX506	SIDNEY	14	KANDA	WX809	RAWLINS	22
BAXTER	WX796	RAWLINS	22	KEYSTONE	NP028	SOUTH MORRILL	26
BEGIN TWC		YODER	34	KIMBALL	NX445	SIDNEY	14
BENTON	WX672	LARAMIE	18	KIOWA	NP167	YODER	34
BIRDWOOD	NX291	NORTH PLATTE TERMINAL	2	LARAMIE	WX566	LARAMIE	18
BLACK BUTTES	WX766	RAWLINS	22	LEE	NX298	SIDNEY	14
BORIE	WX519	LARAMIE	18	LODGE POLE	NX390	SIDNEY	14
BOSLER	WX585	LARAMIE	18	LOOKOUT	WX594	LARAMIE	18
BRAUN	WY205	POWDER RIVER	28	LOST SPRINGS	WY260	POWDER RIVER	28
BRULE	NX344	SIDNEY	14	LUSK	WY234	POWDER RIVER	28
BRYAN AVE	NX283	NORTH PLATTE TERMINAL	2	LYNCH	WS534	LARAMIE	18
BUFORD	WX537	LARAMIE	18	LYTLE	NP078	SOUTH MORRILL	26
BURNS	NX483	SIDNEY	14	MANVILLE	WY244	POWDER RIVER	28
CENTER MONELL Trk. 1		RAWLINS	22	MARTIN BAY	NP035	SOUTH MORRILL	26
CHAPPELL		SIDNEY	14	MAY		RAWLINS	22
CHEVRON Trk. 2	WX798	RAWLINS	22	MEDICINE BOW	WX623	LARAMIE	18
CHEYENNE	WX510	LARAMIE	18	MELBETA		SOUTH MORRILL	26
CHEYENNE	WX510	SIDNEY	14	MESSEX	NJ441	JULESBURG	33
CHIMNEY ROCK	NP130	SOUTH MORRILL	26	MONUMENT	NP149	SOUTH MORRILL	26
CLEAR CREEK	NP055	SOUTH MORRILL	26	NEW OSHKOSH	NP068	SOUTH MORRILL	26
COMO		LARAMIE	18	NEW RUNNER		LARAMIE	18
CRESTON	WX712	RAWLINS	22	NICHOLS Trks. 1&2	NX295	SIDNEY	14
DALE		LARAMIE	18	NORTH BRIDGEPORT		SOUTH MORRILL	26
DALE JCT.	WX545	LARAMIE	18	NORTH PAXTON	NP016	SOUTH MORRILL	26
DURRANT	WX650	LARAMIE	18	NORTH PLATTE	NX284	NORTH PLATTE TERMINAL	2
E. GREEN RIVER	WX814	RAWLINS	22	NORTHPORT	NP114	SOUTH MORRILL	26
E. WAMSUTTER Trk. 1	WX724	RAWLINS	22	O'FALLONS	NX301	SOUTH MORRILL	26
EAST BITTER CREEK	WX757	RAWLINS	22	O'FALLONS	NX301	SIDNEY	14
EAST BLACK BUTTES		RAWLINS	22	OGALLALA	NX338	SIDNEY	14
EAST MONELL Trk. 2		RAWLINS	22	OVID	NJ372	JULESBURG	33
EAST SPEER	WS517	LARAMIE	18	OWASCO	NX440	SIDNEY	14
EASTWOOD	NP097	SOUTH MORRILL	26	PELTON	NP157	SOUTH MORRILL	26
EGBERT	NX478	SIDNEY	14	PERKINS	WS550	LARAMIE	18
EGBERT	NX478	YODER	34	PINE BLUFFS		SIDNEY	14
EMKAY	WS526	LARAMIE	18	PLATTE RIVER		NORTH PLATTE TERMINAL	2
GERALD GENTLEMAN JCT.		GERALD GENTLEMAN	35	POINT OF ROCKS	WX777	RAWLINS	22
GRANITE	WX529	LARAMIE	18	POTTER	NX426	SIDNEY	14
GREEN RIVER		RAWLINS	22	RAMSEY	WX639	LARAMIE	18
HANNA	WX643	LARAMIE	18	RAWLINS	WX683	LARAMIE	18
HARRIMAN	WS543	LARAMIE	18	RAWLINS	WX683	RAWLINS	22
HENRY	WY173	POWDER RIVER	28	RED BUTTES	WS557	LARAMIE	18
HERMOSA	WX548	LARAMIE	18	RED DESERT	WX733	RAWLINS	22
HERMOSA		LARAMIE	18	RED LION	NJ388	JULESBURG	33
HILLSDALE	NX491	SIDNEY	14	RETTIE	NP089	SOUTH MORRILL	26
HINMAN	NX292	SIDNEY	14	RIDGE	WX617	LARAMIE	18
HINMAN		NORTH PLATTE TERMINAL	2	RINER	WX701	RAWLINS	22
HORSE CREEK	NP166	YODER	34	ROCK SPRINGS	WX802	RAWLINS	22
HORSE CREEK	NP166	POWDER RIVER	28	SAND CREEK	NP046	SOUTH MORRILL	26
HORSE CREEK	NP166	SOUTH MORRILL	26	SHAWNEE	WY265	POWDER RIVER	28
JIREH	WY250	POWDER RIVER	28	SHAWNEE JCT.	WY272	POWDER RIVER	28
JORDAN		GERALD GENTLEMAN	35	SHEEP CREEK	WY195	POWDER RIVER	28
JORDAN	NP009	SOUTH MORRILL	26	SIDNEY	NX408	SIDNEY	14
JOYCE	NP164	SOUTH MORRILL	26	SOUTH MORRILL	NP162	SOUTH MORRILL	26
				SPEER	WS518	LARAMIE	18

## NORTH PLATTE AREA

Station Name	Circ7 #	Subdivision	Page #
SPOON BUTTE	WY187	POWDER RIVER	28
STATE LINE	WY179	POWDER RIVER	28
STERLING	NJ423	JULESBURG	33
TABLE ROCK Trk. 2		RAWLINS	22
THAYER	WX784	RAWLINS	22
TIPTON		RAWLINS	22
TOWERS		SOUTH MORRILL	26
UNION	NJ446	JULESBURG	33
W. GREEN RIVER	WX817	RAWLINS	22
W. WAMSUTTER		RAWLINS	22
WALCOTT	WX662	LARAMIE	18
WEST BITTER CREEK	WX757	RAWLINS	22
WEST BLACK BUTTES Trk. 1		RAWLINS	22
WEST MONELL Trk.2		RAWLINS	22
WEST SPEER		LARAMIE	18
WESTWARD SIGNAL (2899)		NORTH PLATTE TERMINAL	2
WESTWARD SIGNAL (2909)		NORTH PLATTE TERMINAL	2
WILCOX	WX609	LARAMIE	18
WOLFE	WY214	POWDER RIVER	28

# NORTH PLATTE TERMINAL SUBDIVISION (0213)

Mile Post	Track Layout	Radio Display:			Sta. #'s	Siding Feet	
		Platte River to CP B986 - 5555 (*50) CP B986 to Hinman - 3838 (*53)					
		Rule 6.3	CP #'s	WEST ▼ STATIONS			EAST ▲
282.0		CTCAC 3MT		PLATTE RIVER (1.4)			
283.4		CTC 3MT	B283	BRYAN AVE (1.1)	(11)X	NX283	
284.7				CP B984 (TRK. 1 ONLY) (0.0)			
285.5			B285	CP B285 (TRK. 3 ONLY) (0.5)	(11) X		
286.0			B986	CP B986 (0.5)	X		
286.5				NORTH PLATTE (1.8)		NX284	Yard
288.3			W288	CP W288 (1.1)	XT		
289.4			CTC 2MT	B289	CP B289 (TRK. 1 ONLY) (1.1)		
290.5				W290	CP W290 (0.5)		
291.0			CTCAC 3MT	W291	BIRDWOOD (0.9)	X	NX291
291.9			CTCAC 4MT	W292	HINMAN	X	
(9.9)							

Mile Post	Track Layout	Rule 6.3	CP #s	WEST ▼ STATIONS	EAST ▲	Sta. #s	Siding Feet
Other Main Track							
Belt Lead							
283.4		CTC	B283	BRYAN AVE (11)X	NX283		
284.5			B284	CP B284 (BEGIN North & South Belt)	X		
285.5			B286	CP B286	X		
286.0			B287	CP B287	X		
286.5			B288	CP B288			
West Receiving Lead							
284.4		CTC	B984	CP B984 X			
284.5			B284	CP B284			
285.8			B290	CP B290			
285.9			ABS 9.14	B291	CP B291 (WESTWARD ONLY)		
East Departure Lead							
283.4		CTC	B283	BRYAN AVE (11)X	NX283		
285.5			B285	CP B285 (11)X			
New Way							
		ABS 9.14		WESTWARD SIGNAL (2899)			
				WESTWARD SIGNAL (2909)			
291.9		CTC	W292	HINMAN X			
Old Way							
289.9		CTC	W990	CP W990			
291.0			W291	BIRDWOOD X	NX291		
291.9			W292	HINMAN X			
Forwarding Lead							
289.4		CTC		CP B289			
291.0			W291	BIRDWOOD X	NX291		
291.9			W292	HINMAN X			



# NORTH PLATTE TERMINAL SUBDIVISION (0213)

3

## SI-01 MAIN TRACK AUTHORITY

### CTC between:

MP 282.0 and CP W292

### ACS between:

MP 282.0 and CP B283;  
CP W291 and CP W292

### Other Main Tracks:

#### Belt Lead:

CTC - CP B283 and CP B284.

#### South Belt:

CTC - CP B284 and CP B288;  
Rule 6.28 applies west of CP B288.

#### North Belt:

CTC - CP B284 and CP B287;  
Rule 6.28 applies west of CP B287.

#### West Receiving Lead:

CTC - CP B984 and CP B290;  
CP B290 and CP B291 receiving  
leads 6, 7 and 8 WWD,  
ABS Rule 9.14/9.15;  
CP B284 and CP B291 receiving lead 9 WWD,  
ABS Rule 9.14/9.15.

#### East Departure Lead:

CTC - CP B283 and CP B285.

#### New Way:

CTC at CPW292;  
Signal 2899 and CP W292 WWD,  
ABS Rule 9.14/9.15.

#### Old Way:

CTC - CP W990 to CP W292.

#### Forwarding Lead:

CTC - CP B289 to CP W292.

## SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
<b>Between Mileposts</b>	
<b>282.0 and 291.9</b>	
(Except as Below).....	60
282.0 and 282.5.....	55
282.5 and 283.0.....	45
283.0 and 290.3.....	35
286.9 Trk.3.....	20+
287.5 Trk.1 & Trk.3.....	20+
288.1 Trk.3.....	20+
290.3 and 291.9 EWD only.....	30
290.3 and 291.9 WWD only.....	40

Note: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR passenger trains may operate at 10 MPH above maximum authorized speed for freight trains.

## SI-03 OTHER SPEED RESTRICTIONS

### Maximum Speed

### MPH

#### 1. Thru Sidings & Turnouts (No Exceptions.)

#### 2. Dual Control Switch Turnouts

CP B283..... 40

Exception: turnout to

Business Car Spur..... 15

CP B984..... 40

Exception: turnout to

East Van Yard..... 30

CP W291..... 35

CP W288..... 15

#### 3. Misc. Speed Restrictions

Between CP B284 and CP B287..... 35

#### Belt Lead:

West of CP B290 Rule 6.28..... 20

Between CP B283 and CP B284..... 35

MP 284.6 ..... 20+

#### North Belt Lead:

West of CP B287 Rule 6.28..... 20

#### South Belt Lead:

West of CP B288 Rule 6.28..... 20

#### West Receiving Lead:

Between CP B984 and CP B290..... 35

Between CP B284 and CP B288..... 35

MP 284.6..... 20+

#### East Departure Lead:

Between CP B983 and CP B285..... 35+

MP 284.1..... 20

#### New Way:

Between signal 2899 and CP W292

Westward..... 35

Eastward..... 20

#### Old Way:

Between CP W990 and CP W292..... 35

#### Forwarding Lead:

Between CP B289 and CP W292

All yard tracks..... 20

MP 289.6..... 20+

Thru westward (south or old)

run-through fueling station..... 15

North leg of wye..... 10

Exceptions: westward movement into

east end of West Departure tracks..... 15

All tracks at eastward run-through

fueling station until rear of train

clears pits at east end of

fuel rack MP 288.8..... 15

Over Dowty Retarders..... 10

Power Lead overpass from signal at

MP 289.3 south side to and including

the Forwarding Lead/Old Way switch

north side..... 5

All industrial tracks..... 5

# NORTH PLATTE TERMINAL SUBDIVISION (0213)

## SI-04 MAIN TRACK DESIGNATIONS

### 3 Main Tracks between:

MP 282.0 and CP W288;

### 2 Main Tracks Between:

CP B288 and CP B292

### Track Designation change at west end of CP W290

Westward moves leaving:

CP W290 from Trk.1 become Trk.2

Westward moves leaving:

CP W290 from Trk.2 become Trk.3

Eastward moves into:

CP W290 from Trk.2 become Trk.1

Eastward moves into:

CP W290 from Trk.3 become Trk.2

CP W290(West End)  
 ----Trk 2---- | ----Trk 1----  
 ----Trk 3---- | ----Trk 2----

## SI-05 MILEPOST EQUATIONS - None.

## SI-06 RCL OPERATIONS

**Remote Control Area:** North Platte Terminal

### Remote Control Zones:

Zone 1: Located West Hump North Pullback track 142 between MP 288.0 to end of track MP 289.6.

Restrictive Tonnage is 7,000 tons per locomotive with an entry speed of 10 MPH. West Hump Yardmaster is the supervisor in charge.

Zone 2: Located West Hump South Pullback track 143 between MP 288.0 to MP 289.9. West Hump yardmaster is the supervisor in charge. Restrictive Tonnage is 7,000 tons per locomotive with an entry speed of 10 MPH.

Zone 3: Located Coal Spare Yard Lead between MP 289.7 and MP 289.3 (track 700). Restrictive Tonnage is 7,000 tons per locomotive with an entry speed of 10 MPH. West Coal Spare Yard Backchair Yardmaster is the supervisor in charge.

Zone 4: Located West Trim North Pullback between MP 286.8 to end of track MP 285.8. Restrictive Tonnage is 4,000 tons per locomotive with an entry speed of 10 MPH. West Trim Yardmaster is the supervisor in charge.

Zone 5: Located West Trim South Pullback between MP 286.8 to end of track MP 285.8. Restrictive Tonnage is 4,000 tons per locomotive with an entry speed of 10 MPH. West Trim Yardmaster is the supervisor in charge.

Zone 6: Located Van Yard track 505 between MP 286 and 286.6. Restrictive Tonnage is 7,000 tons per locomotive with an entry speed of 10 MPH. West Trim Yardmaster is the supervisor in charge.

**NOTE:** The Pullback lead tonnage restrictions are based on using engine brakes only. Train brakes are not taken into consideration for these applications. Control cars or slugs should not be considered as another locomotive in a consist of power as the braking capability is significantly less than a regular locomotive and the computer does not take this into consideration in the model.

### Zone Contacts:

Before entering RCL zones contact the Yardmaster or RCO in charge of the zone. Permission to enter the limits of the Zone must be granted before operating a remote control switch.

## SI-06 RCL OPERATIONS Continued...:

**Times and records:** All North Platte Terminal RCL zones are active 24 hours per day.

The Supervisor in Charge will maintain a log of each transfer of active zones. Zones will be kept active by having the last job on duty transfer the active zone to the Supervisor in Charge. The first job of the next shift will receive (including transfer time) the active zone from the Supervisor in charge. Zones may be transferred between RCO crews. Each time a zone is transferred a job/safety briefing must be conducted with all crew members involved and the Supervisor in Charge. If it is necessary to deactivate a zone, the zone can only be made active again by the RCO in the zone.

The Supervisor in Charge must include in the log, date and time of each transfer (including transfers between remote control operators), RCL engine number (when appropriate) and remote control operator's or yardmaster's name receiving active zone. Information concerning a zone being deactivated and activated must also be included.

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 285.5 \* |

\* Eastbound Departure Track.

## SI-08 RULES ITEMS

**Rule 1.47, Part C, Item 3:** Radio Transmission, not in effect.

**Rule 3.0:** Central Standard Time applies east of CP W291; Mountain Standard Time applies west of and including CP W291. Signs are displayed.

**Rule 6.29.1:** employees inspecting a passing train are not required to advise crew members of the conditions of their train unless they observe a condition that could affect safety.

**Rule 7.3:** Bullet item 13 does not apply to loaded articulated and solid drawbar-connected cars with more than two car bodies.

**Rule 10.2:** Transportation employees must not enter and clear with operating equipment at maintenance tracks located at hand operated switches not equipped with electric locks.  
 - North Belt MP 285.4.

**Rule 13.1.4:** Non-equipped engines may be operated between CP W291 and CP W292 at restricted speed.

## SI-09 FRA EXCEPTED TRACKS - None.

## SI-10 BUSINESS TRACKS - None.

## SI-11 INDUSTRIAL LEADS - None.

## SI-12 TONNAGE RESTRICTIONS/TPOB

**Maximum gross weight:** 158 Tons

## SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

# NORTH PLATTE TERMINAL SUBDIVISION (0213)

5

## SI-14 MISC. INSTRUCTIONS

### Radio Display:

NPLT east dispatcher (389)  
between CP B986 and Platte River.  
Radio channel: 5555.  
Dispatcher radio call-in "50".  
Phone #: Dispatcher 389 NPLT TTD East  
(308)535-4207

NPLT west dispatcher (339) between  
CP W288, B289, B986  
(B986 not controlled by Train Dispatcher 339)  
and CP W292.  
Radio channel - 3838.  
Dispatcher radio call-in "53"  
Phone #: Dispatcher 339 NPLT TTD West  
(308)535-4208.

### Other Radio Displays

Radio Display	Area	Radio Display	Area
3838	Yardmaster	8181	Crew Dispatcher
0808	Van Yard	9628	West Trim
4889	West Run Thru.	1967	East Run Thru.
3636	Service Track	6464	West Car
9722	East Car	1616	East Hump
5353	West Hump	2626	East Trim

**TTD authority:** Movement to enter the following tracks must be authorized by a controlled signal indication or verbal authority by the TTD:

Other Track Routes:

South Belt:

Rule 6.28 applies west of CP B288.

North Belt:

Rule 6.28 applies west of CP B287.

West Receiving Lead:

CP B290 and CP B291 receiving leads 6, 7 and 8  
CP B284 and CP B291 receiving lead 9.

New Way:

Signal 2899 and CP W292.

### North Platte Yard:

**South Diesel Servicing Facility:** Switches and blue flags located at west end MP 288.6 and east end MP 287.4 are controlled by the Outbound Coordinator in the diesel tower on channel 3636.

Authority for movements into or out of the servicing facility must be obtained from the Outbound Coordinator.

When movement in to or out of the servicing facility is completed, the Outbound Coordinator must be immediately contacted to re-establish protection.

Authority for movement from the servicing facility (MP 288.6) to balloon track or wye tracks must be obtained from the TTD.

Authority for movement from the servicing facility (MP 287.4) to south running track must be obtained from the East Tower SYO/Yardmaster.

Hostlers and pilots departing servicing facility with power must notify Yard Office Supervisor channel 8181. Do not foul west end Diesel Shop Lead without permission from Outbound Coordinator.

Authority for train movement around south side of diesel shop and servicing facility on South Running Track must be obtained from Outbound Coordinator.

## SI-14 MISC. INSTRUCTIONS Continued...

**Locomotives:** No more than 12 coupled locomotives may be moved between the servicing facility and train yard. Air must be trainlined with all units.

Exception: power transfers to and from North Platte proper.

**Locomotives:** No more than 18 coupled locomotives may be moved between east end of locomotive service track (Pits) and west end of locomotive departure tracks including the east end makeup tracks. When handling more than 12 locomotives, a second locomotive must be MU'ed with controlling locomotive for braking power.

**Power Lead Overpass:** Movements over Power Lead Overpass in either direction must be authorized by TTD, and TTD must be contacted when clear.

**Control Points / Hydraulic Switches** located at the following locations are controlled by North Platte TTD:

- CP B291 - MP 285.6 - Westward Receiving Yard;
- CP W286 - MP 288.7 - East & West legs of wye;
- CP W287 - MP 289.0 - Wye switches;
- CP W289 - MP 290.6 - Eastward Receiving Yard;

Switches located at the following locations are controlled by Outbound Coordinator:

- CP W284 - MP 287.4 - East Tower;
- CP W285 - MP 288.6 - South Diesel Servicing Track.

**Control Points** Controlled by North Platte TTD:

- CP B984 - MP 284.5 - East Van Yard;
- CP B284 - MP 284.7 - Willow Street;
- CP B290 - MP 285.4 - Westward Receiving Lead;
- CP B285 - MP 285.5 - Eastward Departure;
- CP B286 - MP 286.9 - Westward Coal Leads;
- CP B287 - MP 286.9 - Westward Coal Yard;
- CP B986 - MP 286.0 - West Van Yard;
- CP B288 - MP 287.2 - Coal Running Tracks;
- CP B988 - MP 287.3 - New Westward Coal Tracks;
- CP W288 - MP 288.3 - Balloon;
- CP W988 - MP 288.9 - East End Ewd Run-Thru's;
- CP B289 - MP 289.4 - West Forwarding;
- CP W290 - MP 290.4 - West End Ewd Run-Thru's;
- CP W291 - MP 291.0;
- CP W292 - MP 291.9.

# NORTH PLATTE TERMINAL SUBDIVISION (0213)

## North Platte - Arriving & Departing:

**Eastward Trains Arriving:** Eastward trains arriving North Platte with destinations beyond North Platte must contact YDM at East Run Thru before passing CP W291. If YDM does not immediately respond then the TTD will line the train into the track designated by the YDM in RYM. In no event will a YDM fail to show a track for an inbound train if a track is available. Eastward trains terminating at North Platte must contact YDM at East Hump before passing CP W291. If YDM does not immediately respond then the TTD will line the train into the track designated by the YDM in RYM. YDM will immediately contact the TTD when using an East Receiving Track to send the hump engines west. In no event will a YDM fail to show a track for an inbound train if a track is available.

**Westward Trains Arriving:** Westward trains must contact YDM before passing CP B283. If YDM does not immediately respond then the TTD will line the train into the track designated by the YDM in RYM. The TTD will bring terminating trains to at least CP B290 Franklin St., and run through trains to CP B286 Forwarding Ld. In no event will a YDM fail to show a track for an inbound train if a track is available. Westward trains arriving North Platte that have received instructions to yard train in the forwarding yard/west departure yard, by way of either the belt tracks or the receiving lead, must contact the YDM/foreman on radio channel 9628 to determine if any conflicting movements with other trains exist.

**Eastward Trains Departing:** Eastward trains departing North Platte must contact YDM at East Tower before departing. If the east train is unable to contact the YDM then they must contact the TTD. If there are no conflicting movements the TTD will depart the train.

Eastward trains at the East Run Thru must contact the TTD before departing.

**Westward Trains Departing:** Westward trains departing North Platte must contact YDM at West Tower before departing. If the west train is unable to contact the YDM, they must contact the TTD. If there are no conflicting movements the TTD will depart the train.

**B/O Setouts:** When setting out bad orders from east trains to the extension of the Eastward Running Track, train crews must shove cars west of derail installed in the track extension.

## SI-14 MISC. INSTRUCTIONS Continued...

### SIRENS AT NORTH PLATTE

These instructions will be for Haz-Mat and Weather.

The siren will be the same sound for either a Haz-Mat release or weather, until further notified.

When sirens are activated:

Haz-Mat Emergency:

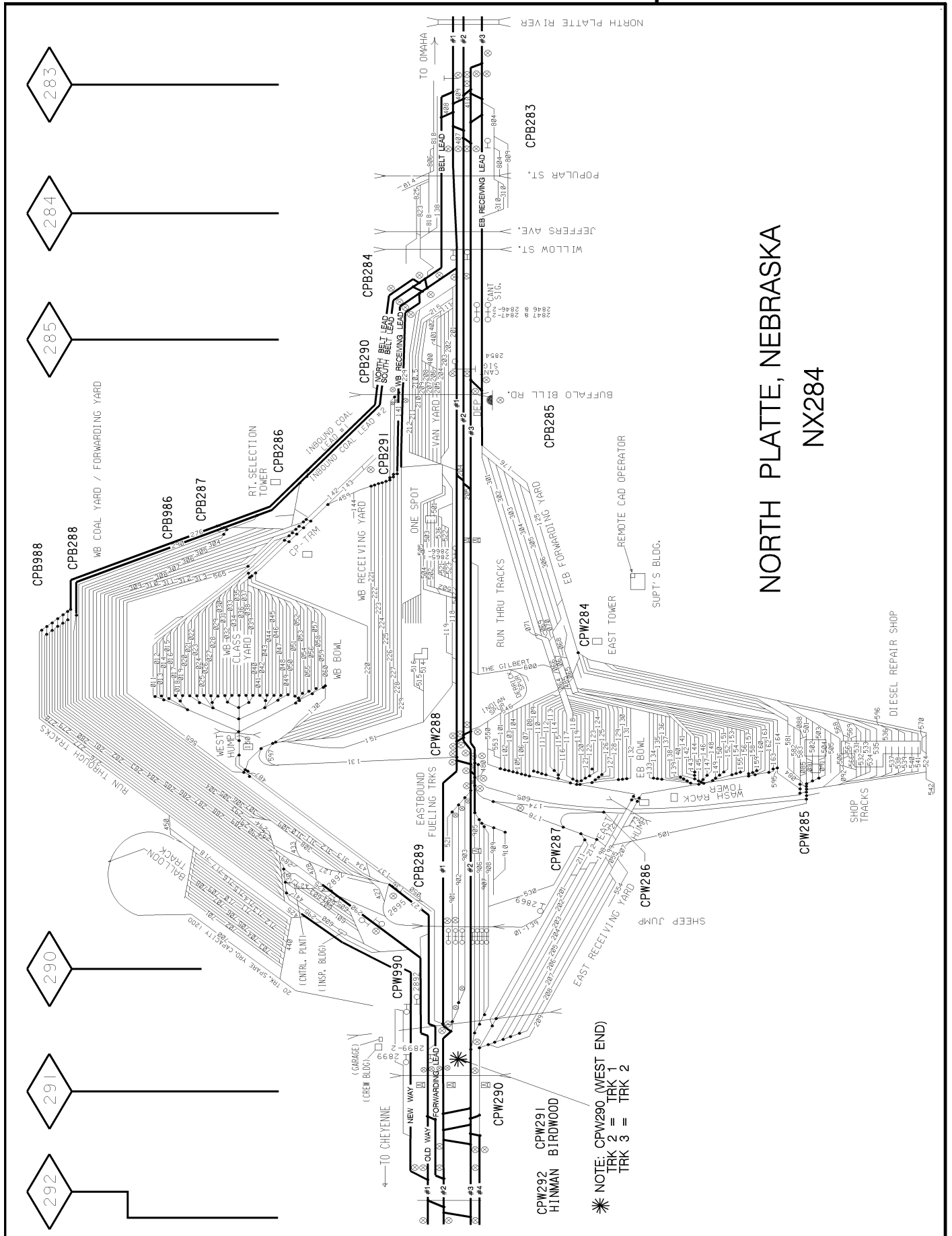
1. Tune Radio to 3838 for instructions.
2. Here you will receive explicit instructions where the hot zones are.
3. Move all people to a safe place.  
(IF YOU ARE IN A HOT ZONE SHELTER PERSONEL STAY IN PLACE UNTIL FURTHER INSTRUCTED.)  
This means to move everyone in doors and seal all windows and doors.  
This could save your life and your co-workers.
4. Obtain a head count of the people that are sheltered  
(We must account for EVERYONE.)
5. Report your headcount to your supervisor.
6. Supervisor; report all headcounts to Command center.  
(Please note any exceptions)

Weather Emergency:

1. Tune Radio to 3838 for instructions.
2. Move all people to established safe zone for this type of emergency.
3. Obtain a head count of the people that are sheltered.  
(We must account for EVERYONE.)
4. Report your headcount to your supervisor.
5. Supervisor; report all headcounts to Command center.  
(Please note any exceptions)

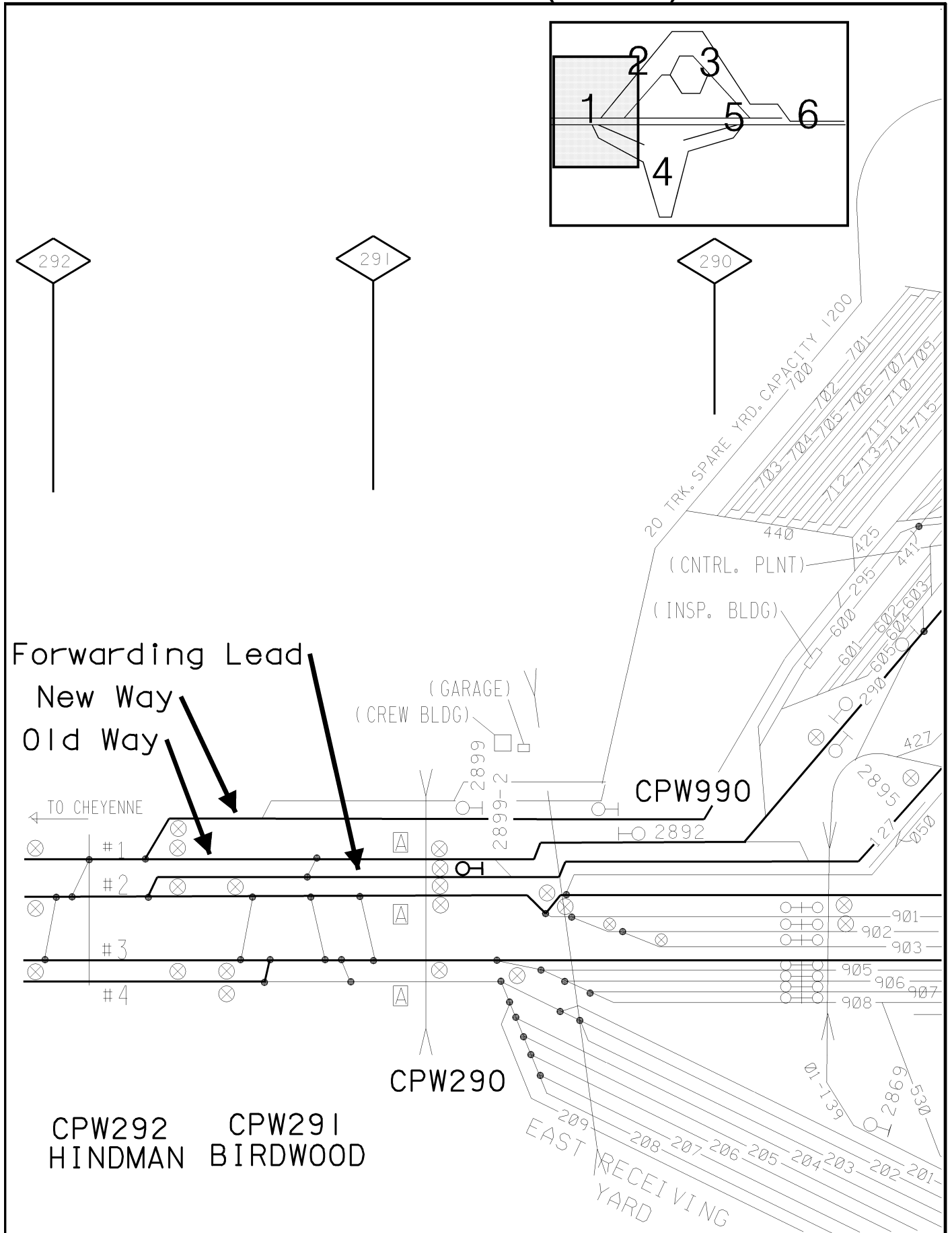
# North Platte Terminal Area Map

7



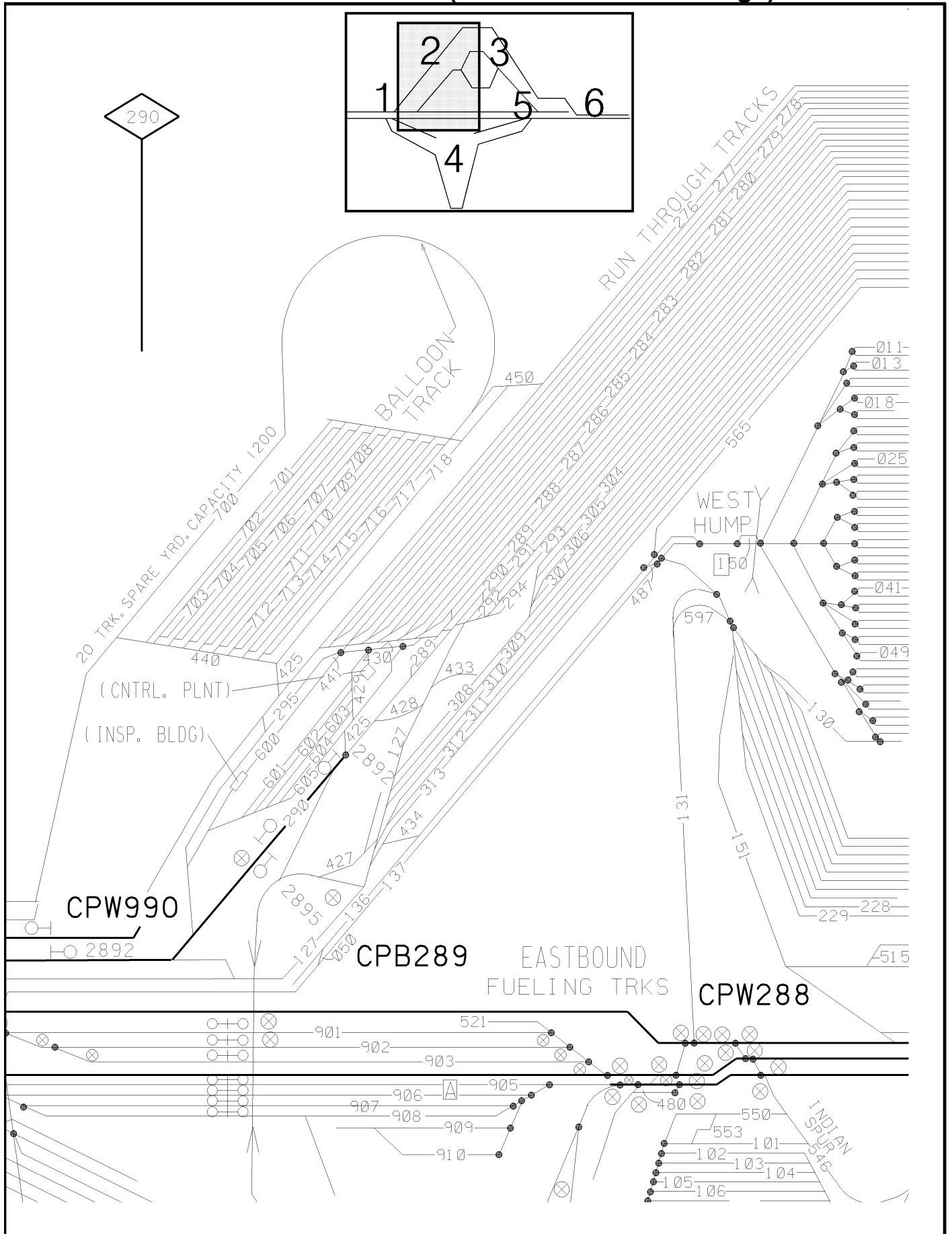
NORTH PLATTE, NEBRASKA  
NX284

# North Platte Terminal (West End)



# North Platte Terminal (West Bound Run Through)

9

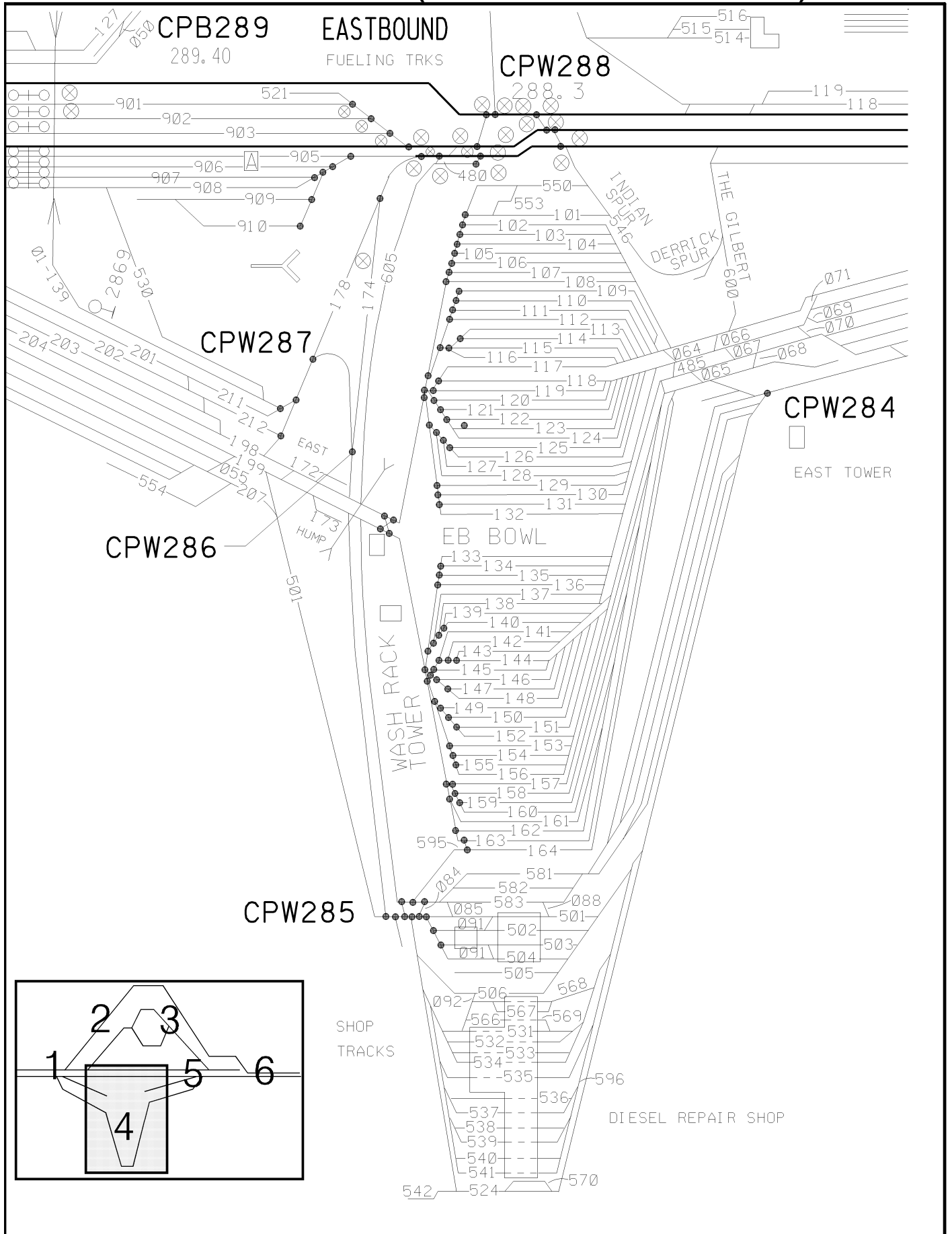




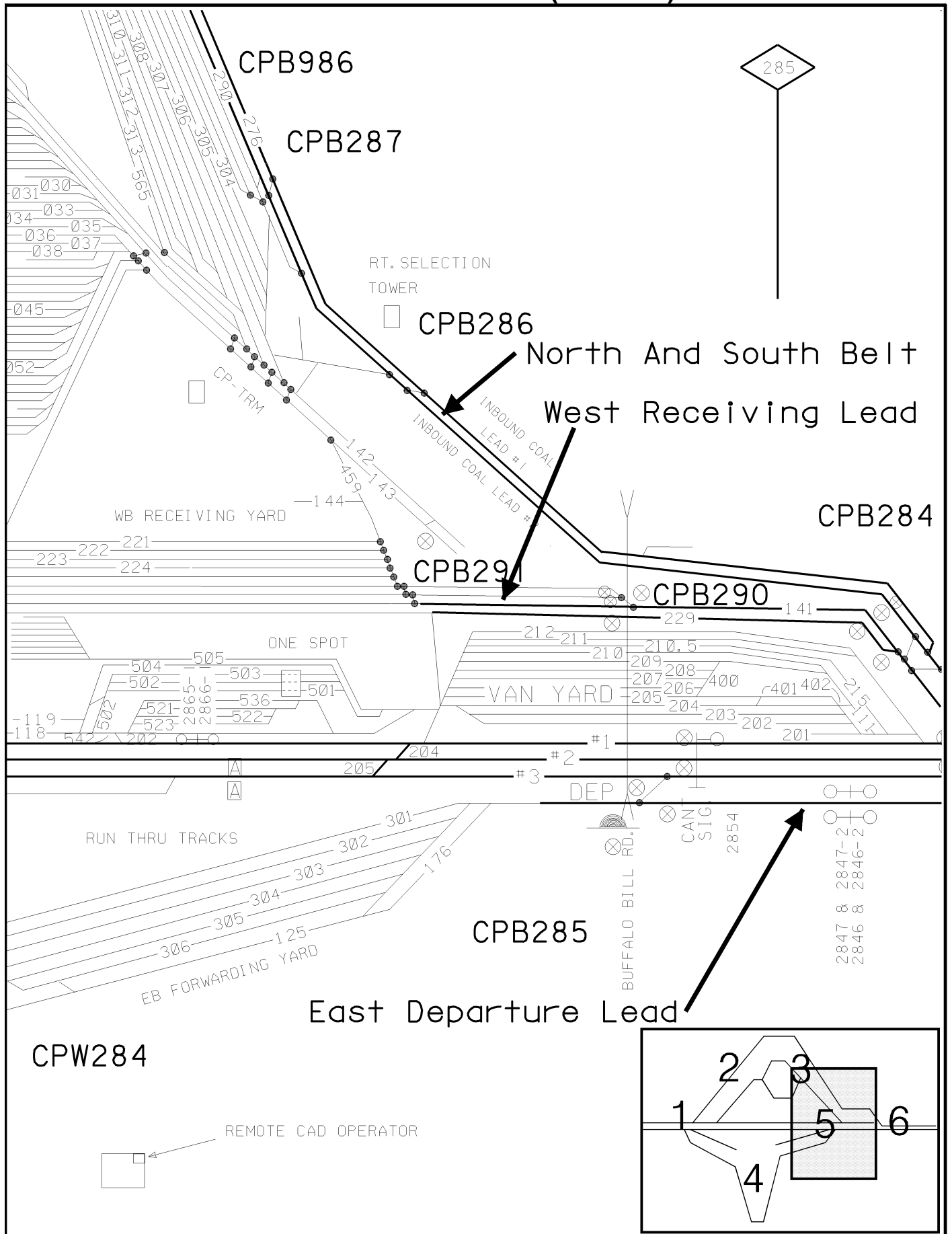


# North Platte Terminal (East Bound Classification Yard)

11

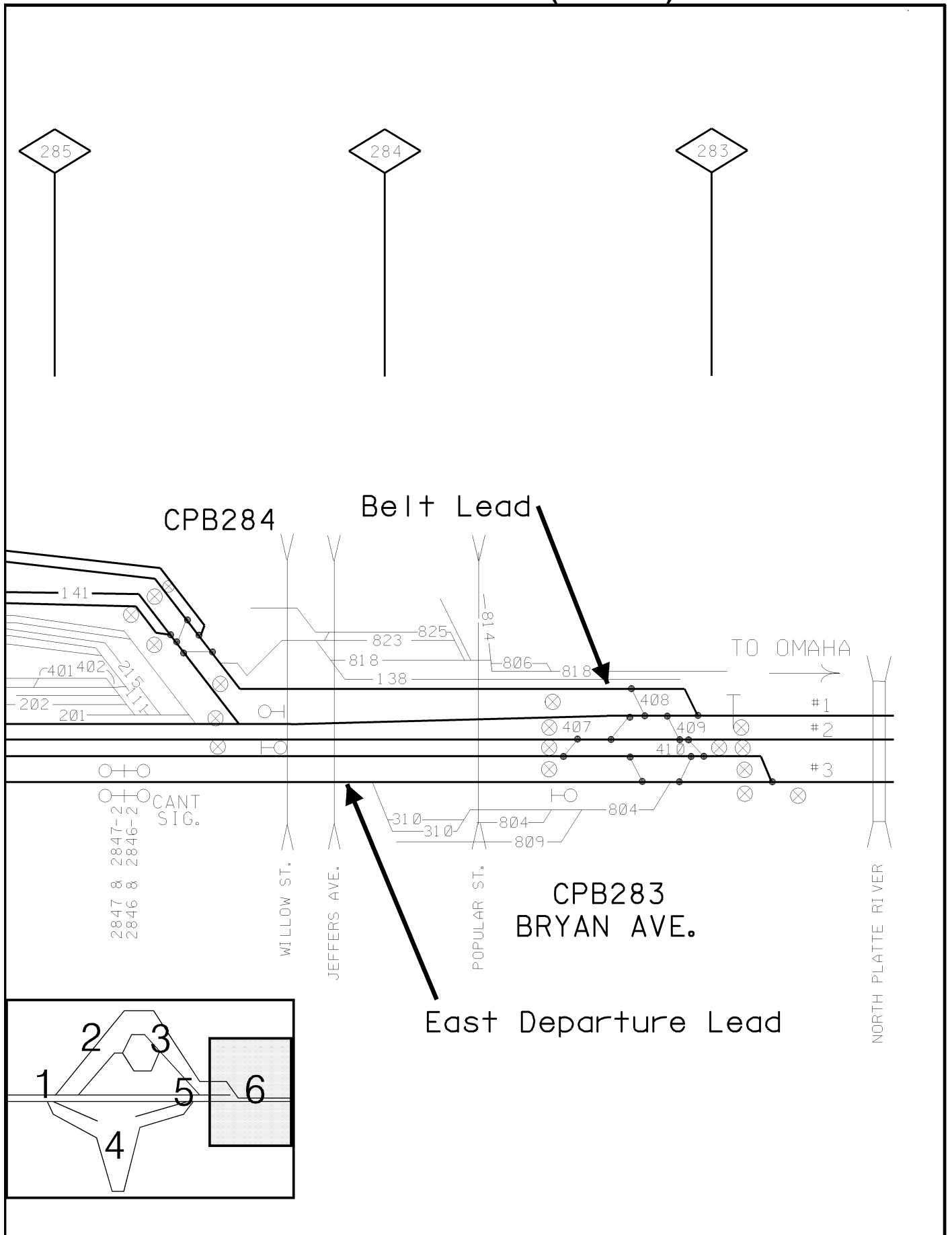


# North Platte Terminal (Van Yard)



# North Platte Terminal (East End)

13



## SIDNEY SUBDIVISION (0235)

		Radio Display:					
		CP W292 to CP W322 - 3838 *53					
		--					
		CP W322 to Barnett - 2727 *19					
		--					
		Barnett to Cheyenne - 2424 *18					
		--					
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST STATIONS	EAST STATIONS	Sta. #'s	Siding Feet
291.9		CTC4MT ACS	W292	HINMAN (2.9)	X	NX292	
294.9			W295	NICHOLS Trks.1&2 (3.0)	X	NX295	
297.9			W298	LEE (2.4)	X	NX298	
300.3		CTC2MT ACS	W300	O'FALLONS (5.2)	TX	NX301	
305.5			W306	CP W306 (6.0)			
311.5			W312	CP W312 (11.0)	X	NX312	
322.5			W322	CP W322 (4.0)	X		
326.5			W326	CP W326 (5.9)			
332.4			W332	OGALLALA (10.7)	IX	NX338	N10743
334.7			W335				
343.1			W343	BRULE (6.5)		NX344	
349.6			W350	CP W350 (13.4)	X	NX350	
363.0			W363	JULESBURG (14.4)	IX	NX363	S10854
365.2			W365				N9509
377.4			W378	CP W378 (2.2)	X		
379.6				CHAPPELL (10.1)			
382.0			W382				
389.7			W390	LODGE POLE (2.3)		NX390	
392.0			W392	CP W392 (15.9)	X		
407.9			W408	SIDNEY (16.0)	ITX	NX408	N11315
410.2			W410				
423.9			W424	CP W424 (2.5)	X		
426.4			W426	POTTER (10.8)		NX426	
437.2			W437	OWASCO (8.3)	IX	NX440	N10472
439.4			W439				
443.6			W444	KIMBALL (4.9)		NX445	C6357
445.5			W446				
448.5			W449	CP W449 (10.9)	X	NX459	
459.4			W459	CP W459 (6.2)	X		
465.6			W465	PINE BLUFFS (3.9)			
469.5			W469	CP W469 (5.9)	X	NX469	
475.4			W475	EGBERT (5.3)	T	NX478	N10805
477.6			W478				
480.7			W481	CP W481 (2.5)	X	NX481	
483.2			W483	BURNS (7.8)		NX483	
491.0			W491	HILLSDALE (6.7)	X	NX491	
497.7			W497	CP W497 (3.7)			
501.4			W501	ARCHER (5.1)	X	NX501	S6045

506.5	CTC3MT ACS	W506	BARNETT (1.9)	X	NX506	
508.4	CTC4MT ACS	W508	CP W508 (1.1)	X		
509.5			CHEYENNE	BT	WX510	

(217.6)

## SI-01 MAIN TRACK AUTHORITY

CTC between: CP W292 and Cheyenne.

ACS between: MP 292.0 and MP 509.5.

## SI-02 MAXIMUM SPEED TABLE

## Maximum Speed

## MPH

## Between Mileposts

291.9 and 509.5

(Except as Below)..... 70

291.9 and 300.6 Trks.1,2 &amp; 3..... 60

291.9 and 300.0 Trk.4..... 40

323.2 and 324.4..... 60

422.6 and 423.5..... 60

456.9 and 457.2..... 65

462.8 and 463.0..... 65

486.2 and 486.5..... 60

493.7 and 494.0..... 60

497.7 and 498.2..... 60

502.2 and 503.0..... 50

506.3 and 508.3 Trk.3..... 40

508.0 and 509.5..... 35

509.1 and 509.5 Trk. 1&amp;4..... 20

Note: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR passenger trains may operate at 10 MPH above maximum authorized speed for freight trains not to exceed 79 MPH.

## SI-03 OTHER SPEED RESTRICTIONS

## Maximum Speed

## MPH

## 1. Thru Sidings &amp; Turnouts

CP W332 to CP W335 North Siding..... 40

CP W363 to CP W365..... 40

Spring switch turnouts at west end of north siding Sidney and siding Owasco equipped with facing point lock..... 30

## 2. Dual Control Switch Turnouts

CP W292, CP W295, CP W312, CP W322,

CP W332, CP W335, CP W350, CP W363,

CP W365, CP W378, CP W392, CP W408,

CP W424, CP W437 between Trks.1&amp;2,

CP W449, CP W459, CP W469, CP W481,

CP W491, CP W501, CP W506..... 40

CP W298, CP W300 ..... 40

Exception: Loaded coal trains..... 25

CP W508..... 40

Exception: east crossovers between

Trks.2&amp;3..... 30

Crossovers: CP W363, CP W365..... 40

CP W508 Yard lead to Drill Track..... 10

## 3. Misc. Speed Restrictions

Big Springs: over highway crossing when using business tracks..... 5

Hershey Trk. 802 (Beet Trk.)..... 5

## SI-04 MAIN TRACK DESIGNATIONS

- 2 main tracks between:**  
CP W300 and CP W506.
- 3 main tracks between:**  
CP W506 and CP W508.
- 4 main tracks between:**  
CP W292 and CP W300;  
CP W508 and Cheyenne

## SI-05 MILEPOST EQUATIONS - None.

## SI-06 RCL OPERATIONS

### Remote Control Area:

Cheyenne Yard is a remote control area. Before entering Cheyenne Yard, trains must contact Cheyenne yardmaster or the remote control operator. Before operating a remote control switch, permission to enter the limits of the remote control area must be present. Drill light signal indications provide information on how to proceed.

### Remote Control Zones:

**Zone 1:** (East-end zone) limits are in effect between CPW 508 drill track switch to:

- a. North 5 switch (Track 5, North Lead)
- b. South 8 switch (Track 18)
- c. Drill Track (Track 104)

**Zone 2:** (West-end Zone) limits are in effect: Part 1. All trackage west of the intermodal crossing to include:

- a. Track 022 to the West-end balloon track switch (816).
- b. Track 107 to and including West-end balloon track (816) to the PSP stop on track 816.
- c. Track 107 (Old Way south lead) toward block signal to PSP stop.
- d. Track 105 (New Way south lead) toward block signal to PSP stop. The remaining trackage west of the intermodal crossing to include the remainder of track 816 (govt. yard lead) and track 103 (New Way northside and the west clearance point of #0 remote switch) are not included in Zone #2 (West-end Zone).

Part 2. East of the intermodal crossing:

- a. The south lead (track 105) down to but not to include hand throw switch for crossover track to the south runner (track 022).
- b. The south runner (track 022) down to but not to include hand operated switch for crossover to the south lead (track 105).
- c. Hand operated switch to govt. yard lead (track 816) is included in zone #2. A sign entering zone #2 from track 816 will be placed at that location to designate entering the zone. Hand operated switch must be visually inspected before activating zone #2.

## SI-06 RCL OPERATIONS (Continued...):

When operating remote control locomotive consists in tracks with positive stop protection, observe the maximum tonnage restrictions and maximum entry speed for braking as listed in table below. Tonnage's listed apply to 6-axle locomotives only:

Track	1 locomotive	2 locomotives	Entry Speed
Trk 816	7000 tons**	14000 tons**	10 MPH
Trk 107	7000 tons	14000 tons	10 MPH
Trk 106	7000 tons	14000 tons	9 MPH
Trk 108	7000 tons	14000 tons	8 MPH
Trk 552	7000 tons	14000 tons	8 MPH
Trk 104	2640 tons	5280 tons	8 MPH

\*\*If cut being handled is manually operated beyond stop puck on the balloon track (Trk 816), cut must be handled with air coupled and cut in. Use reference below for number of cars to be used with air.

**If tonnage to be handled exceeds:** that listed in the table above, air brakes must be coupled and operative on head end of cut to assure necessary braking to stop locomotive and cars being handled. Cut in a minimum of one car of air for every 500 tons in the cut with a minimum of 5 cars of air coupled.

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

@ 300.8	@ 357.3	@ 434.6
% 303.1	@ 372.5	@ 454.3
@ 316.4	(#) 384.8	@ 475.3
@ 329.5	@ 397.1	@ 489.0
@ 342.6	@ 416.1	@ 499.0

## SI-08 RULES ITEMS

**Rule 1.11.1:** Napping is prohibited between MP 291.9 and MP 301.0 and by employee on assigned locals.

### Rule 1.47, Part C, Item 3:

Radio Transmission not in effect between: CP 292, MP 291.9 and CP W322, MP 322.5 - on 3838

### Rule 6.29.1:

Between CP W292; MP 291.9 and CP W322; MP 322.5; employees inspecting a passing train are not required to advise crew members of the conditions of their train unless they observe a condition that could affect safety.

**Rule 8.3. Egbert Siding MP 476.5:** Normal position of spring switch is lined for movement to the west leg of the Wye, movement to Yoder Sub.

### Rule 13.1.4 ACS Test Loops:

Sidney: west end of Track 3;  
Egbert: west leg of Wye;  
Cheyenne: Main tracks 1,2,3 and 4,  
MP 509.2 to MP 508.5 eastward and old 3 and ACK tracks east end.

## SI-09 FRA EXCEPTED TRACKS - None.

# SIDNEY SUBDIVISION (0235)

## SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Hershey .....	296.5	NX297
Varner .....	302.1	NX302
Sutherland .....	303.7	NX303
WWD Set-out Tracks (Trks.1 & 2)....	305.6	NX306
Paxton .....	315.5	NX316
Roscoe .....	327.5	NX328
East Big Springs (Trk.2).....	353.6	NX354
West Big Springs (Trk.1).....	354.7	NX354
Sunol (Trk.1).....	396.3	NX396
Colton (Trk.2).....	400.7	NX401
East Brownson (Trk.2).....	415.1	NX416
West Brownson (Trk.1).....	415.7	NX416
New Potter .....	425.1	NX426
Jacinto (Trk.2).....	430.8	NX431
Dix (Trk.1).....	435.4	NX435
Bushnell .....	456.2	NX457

## SI-11 INDUSTRIAL LEADS - None.

## SI-12 TONNAGE RESTRICTIONS/TPOB

**Maximum Gross Weight:** 158 Tons.

**Trains** that contain cars identified by the letter "R" as the second letter in the TCS car kind field may operate at a maximum speed of 70 MPH provided train does not:

- A. exceed 110 TPOB;
- B. exceed a total of 75 cars;
- C. contain more than four other cars, including 4 multi-platform non-conventional type cars.

## SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

## SI-14 MISC. INSTRUCTIONS

### Sidney: North Siding

Westward Trains Only: Cab signal displaying Approach indication will upgrade to Advance Approach when westward Absolute signal at MP 410.2 displays an indication more favorable than a STOP. Lead locomotive must be west of MP 409 and Reverser handle must be in forward position to receive cab signal upgrade.

**Cheyenne:** All trains arriving must contact Yardmaster once arrival track has been ascertained.

Before entering any track at the Cheyenne Engine Service Facility, contact the Roundhouse Foreman on channel 2424 for permission to enter.



# LARAMIE SUBDIVISION (0255)

		Radio Display:						
		Cheyenne to Ramsey - 2424 - *18 Ramsey to Rawlins - 4242 - *17						
		-						
Mile Post	Track Layout	Rule 6.3	CP #’s	WEST ▼ STATIONS	EAST ▲	Sta. #’s	Siding Feet	
Main Tracks 1 and 2								
509.5		CTC4MT ACS		CHEYENNE (1.3)	BT	WX510		
510.8		CTC2MT ACS	W511	CP W511 (8.3)	X			
519.1			W519	BORIE (5.9)	X	WX519		
525.0			W525	GRANITE (4.6)	TX	WX529	N4424	
528.5			W528					
529.6			W530	CP W530 (6.4)	X			
536.0			W536	BUFORD (7.0)	!	WX537	C6048	
537.2			W537					
543.0			W543	DALE (2.5)	X			
545.5			W545	DALE JCT. (1.8)	X	WX545		
547.3			CTC3MT ACS	W547	HERMOSA (1.3)	X	WX548	
548.6			CTC2MT ACS	W549	CP W549 (16.8)	X		
565.4			CTC3MT ACS	W565	LARAMIE (2.1)	BTX	WX566	
567.6				W567	CP W567 (2.9)	X		
570.5			CTC2MT ACS	W570	CP W570 (11.8)	X		
582.3				W582	BOSLER (2.5)	X	WX585	
584.8				W585	CP W585 (9.3)			
594.1				W594	LOOKOUT (6.9)	X	WX594	
601.0				W601	CP W601 (5.2)	X		
605.2				W605	CP W605 (3.8)			
609.0				W609	WILCOX (7.8)	X	WX609	
616.8				W617	RIDGE (7.7)	X	WX617	
624.5				W624	MEDICINE BOW (8.1)	TX	WX623	
632.6				W633	COMO (6.4)	X		
639.0				W639	RAMSEY (4.0)	IX	WX639	N19125
643.0				W643	HANNA (7.1)	IX	WX643	S19197
650.1				W650	DURRANT (12.2)	X	WX650	
662.3				W662	WALCOTT (9.8)	X	WX662	
672.1				W672	BENTON (5.9)	X	WX672	
678.0				W678	NEW RUNNER (2.3)	!		N10682
680.3				W680	CP W680 (0.9)	IX	WX680	N11990
681.2				W681	CP W681 (1.9)			S19201
682.8				W683	RAWLINS	BIT	WX683	
(173.8)								

Mile Post	Track Layout	Rule 6.3	CP #s	WEST STATIONS	EAST STATIONS	Sta. #s	Siding Feet
Main Tracks 3 and 4							
509.5		CTC4MT ACS		CHEYENNE (1.3)	BT	WX510	
510.8			W511	CP W511 (6.4)	X		
517.2			W517	EAST SPEER (1.1)	XT	WS517	
518.3			W518	SPEER (1.4)	!	WS518	C6756
C519.7			W520	WEST SPEER (6.8)	!		
(10.2)							
Main Track 3							
C525.0		CTC ACS	W525	EMKAY (8.5)		WS526	6523
C526.5			W526				
C533.5			W533	LYNCH (8.4)		WS534	6703
C534.9			W535				
C541.9			W542	HARRIMAN (6.9)	!	WS543	7096
C543.4			W544				
C548.8			W548	PERKINS (6.4)		WS550	6476
C550.2			W550				
C555.2			W545	DALE JCT.	B X	WX545	
(35.8)							
Main Track 3							
B547.3		CTC3MT ACS	W547	HERMOSA (1.3)	X		
B548.6			W549	CP W549 (7.5)	X		
B556.1		CTC ACS	W556	RED BUTTES (9.3)	!	WS557	6154
B557.4			W557				
B565.4		CTC3MT ACS	W565	LARAMIE (2.4)	!BTX	WX566	
B567.8			W567	CP W567 (2.9)	X		
B570.7		CTC2MT ACS	W570	CP W570	X		
(23.4)							
SI-01 MAIN TRACK AUTHORITY							
CTC between: Cheyenne and Rawlins.							
CTC in effect: Borie cutoff between West Speer and Borie.							
ACS between: Cheyenne and Rawlins.							
Exceptions:							
MP 509.3 to MP 510.8;							
MP 681.8 to MP 682.7 (main tracks and sidings).							



# LARAMIE SUBDIVISION (0255)

19

## SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
<b>Between Mileposts</b>	<b>PSGR</b>	<b>FRT</b>
<b>509.5 and 544.1 Trks. 1&amp;2</b>		
(Except as Below).....	70	55
509.5 and 510.5.....	35	35
510.5 and 511.8.....	40	40
514.8 and 515.8.....	60	55
518.8 and 519.1.....	60	55
522.1 and 525.6.....	50	45
528.6 and 530.0.....	60	55
530.0 and 532.1.....	50	45
532.1 and 536.9.....	60	55
537.9 and 540.4.....	45	40
540.4 and 544.1.....	50	45
544.1 and 565.4.....	45	40
<b>Between Mileposts</b>	<b>PSGR</b>	<b>FRT</b>
<b>565.4 and 682.8 Trks. 1&amp;2</b>		
(Except as Below).....	79	70
587.8 and 588.4.....	65	60
593.3 and 593.7.....	75	65
598.5 and 599.3.....	70	65
599.3 and 599.8.....	65	60
599.8 and 602.3.....	70	65
637.5 and 637.8.....	65	60
643.4 and 650.8.....	65	60
650.8 and 653.1.....	70	60
653.1 and 653.6.....	65	60
655.2 and 655.5.....	65	60
655.5 and 656.4.....	75	70
661.0 and 666.6.....	75	70
680.9 and 682.5.....	60	50
682.5 and 682.8.....	20	20
<b>Between Mileposts</b>	<b>PSGR</b>	<b>FRT</b>
<b>509.5 and C555.2</b>		
<b>Trks.3 &amp; 4</b>		
(Except as Below).....	50	50
509.5 and 510.5 Trk.4.....	20	20
509.5 and 510.5 Trk.3.....	35	35
510.5 and 511.8.....	40	40
C553.5 and C555.2 Trk.3.....	40	40
<b>Between Mileposts</b>	<b>PSGR</b>	<b>FRT</b>
<b>B565.3 (Trk.3) and 565.3 (Trk.2) Straight route</b>		
(Except as Below).....	70	60
<b>Between Mileposts</b>	<b>PSGR</b>	<b>FRT</b>
<b>B547.3 and B 570.7 Trk.3</b>		
(Except as Below).....	70	60
B547.3 and B549.0.....	45	40
B549.4 and B553.7.....	65	60
B559.4 and B561.4.....	65	60
B565.3 and B570.7.....	40	40

## SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
South siding between CP W639 and CP W643.....	40
Rawlins: North and South sidings.....	40
Exception:	
Between MP 682.5 and MP 682.8.....	20
Siding Granite.....	20
<b>2. Dual Control Switch Turnouts</b>	
CP W570, CP W582, CP W594, CP W601, CP W609, CP W617, CP W624, CP W633, CP W639, CP W643, CP W650, CP W662, CP W672, CP W680.....	40
CP W511 except east set crossovers between Nos. 2 & 3 and all crossovers between Nos. 3 & 4 or yard leads.....	40
CP W683 .....	20
Crossovers: CP W543, CP W545, CP W565..	40
Exceptions: CP W565 west crossover between Trk.2 & Trk.3.....	30
Trk. 3 to East Yard Lead.....	15
CP W519:	
Movements between Borie cutoff and Trk.1.....	15
Movements between Borie cutoff and Trk. 2.....	30
<b>3. Misc. Speed Restrictions</b>	
Trains handling dimensional or excessive dimensional loads on Main track 2 and track 102	
Walcott Transfer between MP 661.2 and MP 662.3.....	30
Connection track between MP 99.9 and MP 103.3 (Borie Cut-off)...	30
Cheyenne Yard - Hansen Trk. 551.....	5
Hanna Yard Tracks.....	5
Laramie Ice House Tracks 2, 3 and 4....	5
Rawlins - Trk. 102.....	5

## SI-04 MAIN TRACK DESIGNATIONS

**Main tracks designated:**  
 No.1 and No.2 between Cheyenne and Rawlins via Buford;  
 No.3 and No.4 between Cheyenne and West Speer MP C519.7;  
 No.3 between West Speer and Dale Jct. MP C555.1 via Emkay;  
 No.3 between Hermosa and CP W570 MP B570.7 via Red Buttes.  
 Connection track between CP W519 and CP W520 is designated the 'Borie Cutoff'.

## SI-05 MILEPOST EQUATIONS

MP 604.0 = MP 604.1  
 MP 605.8 = MP 606.0  
 MP 617.4 = MP 617.7  
 MP 631.4 = MP 631.8  
 MP 658.6 = MP 658.8  
 MP 659.9 = MP 660.0  
 Borie cutoff:  
 MP 98.6 (Borie Cutoff) =  
 MP C519.8 (Laramie Sub Trk 3/4)  
 MP 103.3 (Borie Cutoff) =  
 MP C519.1 (Laramie Sub Trk 1/2)

# LARAMIE SUBDIVISION (0255)

## SI-06 RCL OPERATIONS

**Remote Control Area:** Before entering Cheyenne Yard, trains must contact Cheyenne yardmaster or the remote control operator. Before operating a remote control switch, permission to enter the limits of the remote control area must be present. Drill light signal indications provide information on how to proceed.

### Remote Control Zones:

**Zone 1:** (East-end zone) limits are in effect between CPW 508 drill track switch to:

- North 5 switch (Track 5, North Lead)
- South 8 switch (Track 18)
- Drill Track (Track 104)

**Zone 2:** (West-end Zone) limits are in effect:

Part 1. All trackage west of the intermodal crossing to include:

- Track 022 to the West-end balloon track switch (816).
- Track 107 to and including West-end balloon track (816) to the PSP stop on track 816.
- Track 107 (Old Way south lead) toward block signal to PSP stop.
- Track 105 (New Way south lead) toward block signal to PSP stop. The remaining trackage west of the intermodal crossing to include the remainder of track 816 (govt. yard lead) and track 103 (New Way northside and the west clearance point of #0 remote switch) are not included in Zone #2 (West-end Zone).

Part 2. East of the intermodal crossing:

- The south lead (track 105) down to but not to include hand throw switch for crossover track to the south runner (track 022).
- The south runner (track 022) down to but not to include hand operated switch for crossover to the south lead (track 105).
- Hand operated switch to govt. yard lead (track 816) is included in zone #2. A sign entering zone #2 from track 816 will be placed at that location to designate entering the zone. Hand operated switch must be visually inspected before activating zone #2.

When operating remote control locomotive consists in tracks with positive stop protection, observe the maximum tonnage restrictions and maximum entry speed for braking as listed in table below.

Tonnage's listed apply to 6-axle locomotives only:

Trk	1 locomotive	2 locomotives	Entry Speed
Trk 816	7000 tons**	14000 tons**	10 MPH
Trk 107	7000 tons	14000 tons	10 MPH
Trk 106	7000 tons	14000 tons	9 MPH
Trk 108	7000 tons	14000 tons	8 MPH
Trk 552	7000 tons	14000 tons	8 MPH
Trk 104	2640 tons	5280 tons	8 MPH

\*\*If cut being handled is manually operated beyond stop puck on the balloon track (Trk 816), cut must be handled with air coupled and cut in. Use reference below for number of cars to be used with air.

If tonnage to be handled exceeds that listed in the table above, air brakes must be coupled and operative on head end of cut to assure necessary braking to stop locomotive and cars being handled. Cut in a minimum of one car of air for every 500 tons in the cut with a minimum of 5 cars of air coupled.

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

@ 517.1	@ B557.7	@ 620.8
@ C519.9	@ 561.5	@ 634.1
@ 527.6	@ 575.8	@ 650.2
@ 538.5	@ 594.3	@ 672.9
@ C543.6	@ 609.3	

Borie Cutoff  
@ 100.1

Note: Defect Detector @634.1 will announce defect type: Hot Bearing, Hot Wheel, and/or Dragging Equipment.

## SI-08 RULES ITEMS

**Rule 6.29.1:** Employees inspecting a passing train are not required to advise crew members of the conditions of their train unless they observe a condition that could affect the safety of their train.

### Rule 13.1.4: ACS Test Loops:

Cheyenne: main tracks 1, 2, 3, 4 westward between MP 509.8 and CP W511; Fuel 1 and Fuel 2.

Granite: east leg of wye.

Laramie: Yard 1, Track 10, west of the Track 14 switch. Crews must activate the system with an on/off switch located on the yard light pole at the Track 14 switch. After completing the test, return switch to 'OFF' position.

Ramsey Industrial Lead: CCS test loop is located at Arch Mine tipple located on Arch siding. Identification signs are placed to assist in identifying the test loop. Crews using this test loop must activate the system with an on/off switch located on the right side of the downstairs door to the tipple. After completing test, return switch to 'OFF' position.

Rawlins: North and South sidings, Main Trks.1 and 2 and Center Service Loop at fuel rack.

**Rule 32.1. Grade Securement:** When cars are left unattended, with or without locomotive consist attached at the following locations, 50% of the total car count, or all cars if five (5) cars or less, must have hand brakes applied:

Granite WX529 - trks. 103 and 121;  
Buford WX537 - trk. 104;  
Ramsey WX639 - trk. 154.

## SI-09 FRA EXCEPTED TRACKS

Laramie: Track 524

## SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Wycon (Trk.2).....	514.5	WX515
Borie (Trk.2).....	525.0	WX519
Buford (Trk.1).....	538.0	WX537
Sherman (Trk.2).....	540.4	WX540
Dale (Trk.2).....	543.1	WX543
Hermosa Rock (Trk.3).....	548.3	WX548
Colores (Trk.1).....	553.8	WX554
Forelle (Trk.2).....	561.7	WX562
Bosler (Trk.1).....	585.6	WX585
Cooper Lake (Trk.2).....	590.6	WX591
Lookout (Trk.1).....	593.7	WX594
Rock River .....	605.5	WX605
Medicine Bow (Trk.2).....	623.2	WX623
Edson (Trk.1).....	656.6	WX657
Walcott .....	661.7	WX662
Sinclair (Trk.1).....	675.8	WX676

# LARAMIE SUBDIVISION (0255)

21

## SI-11 INDUSTRIAL LEADS

### Ramsey Industrial Lead:(0257)

Extends 4.2 miles from MP 0.0 to MP 4.2 end of track. Eastward Distant signal located MP 1.2. Maximum speed all tracks is 5 MPH. Maximum Gross Weight: 143 Tons.

### Medicine Bow Industrial Lead:(0258)

Extends 13.1 miles from MP 0.0 to MP 13.1. Maximum Gross Weight: 143 Tons.

## SI-12 TONNAGE RESTRICTIONS/TPOB

**Maximum Gross Weight:** 158 Tons.

**Trains** that contain cars identified by the letter "R" as the second letter in the TCS car kind field may operate at a maximum speed of 70 MPH provided train does not:

- A. exceed 110 TPOB;
- B. exceed a total of 75 cars;
- C. contain more than four other cars, including 4 multi-platform non-conventional type cars.

### Tonnage/Speed Restrictions - Freight Trains

Eastward Buford CP W536 to Cheyenne CP W511 on 1 and 2 Tracks.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
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59 or less	No Dynamic Required	No restrictions
60-79	500 or less	No restrictions
	Over 500	25 MPH
80-99	500 or less	35 MPH
	Over 500	25 MPH
100-132	250 or less	35 MPH
	250+ to 350	30 MPH
	350+ to 750	25 MPH
	Over 750	20 MPH
Over 132	350 or less	30 MPH
	350+ to 750	25 MPH
	Over 750	20 MPH

Eastward Dale Jct. (CPW 545) to Cheyenne (CPW 511) on 3 and 4 Tracks

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
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99 or less	500 or less	No restrictions
	Over 500	40 MPH MP C555.1 - C553.5 45 MPH MP C553.5 - C511.8
100 & over	500 or less	40 MPH
	Over 500	30 MPH

## SI-12 TONNAGE RESTRICTIONS/TPOB Continued...

Westward West Hermosa (CPW 549) to Red Buttes (CPW 556) on 3 Track

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
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59 or less	No Dynamic Required	No restrictions
60-79	500 or less	No restrictions
	Over 500	30 MPH
80-99	250 or less	No restrictions
	250+ to 500	35 MPH
	500+ to 1000	25 MPH
	Over 1000	20 MPH
100-132	250 or less	35 MPH
	250+ to 350	30 MPH
	350+ to 500	25 MPH
	Over 500	20 MPH
Over 132	250 or less	30 MPH
	250+ to 500	25 MPH
	Over 500	20 MPH

## SI-13 TRAIN MAKE-UP RESTRICTIONS

### TPOB RESTRICTION

The following applies when operating between Cheyenne and Rawlins:

Trains consisting entirely of doublestack cars may use up to 33 EDDB if train exceeds 100 TPOB.

## SI-14 MISC. INSTRUCTIONS

**Cheyenne:** all arriving trains must contact Yardmaster once arrival track is determined.

**Westward trains** on north or south leads must not pass sign reading "Approach Section" unless governing signal (approximately 400 feet west of sign) displays a PROCEED indication or authority has been obtained from Control Operator to pass signal.

**Engine Servicing Facility:** Before entering any trackage at the Cheyenne Engine Servicing Facility, permission must be obtained from the Roundhouse Foreman who can be reached on Radio Channel 2424.

**Rawlins fueling facilities:** Amber rotating triradial lights are located at main track fueling facilities between Trk.1 and the North Siding and Trk.2 and the South Siding. When these lights are illuminated it signifies that mechanical forces are fueling or working on or about the fuel rack. Trains must approach this area at restricted speed, ring bell, be on the lookout for and protect against employees working in this area.

After departing fuel rack, eastward trains must move east a sufficient distance to allow fueling of locomotives on all tracks.

# RAWLINS SUBDIVISION (0260)

Mile Post	Track Layout	Radio Display:				Sta. #s	Siding Feet	
		Rawlins to CP G815 - 4242 (*17) CP G815 to CP G817 - 2727 (*11)						
		Rule 6.3	CP #s	WEST ▼ STATIONS ▲	EAST			
682.8		CTC2MT ACS	W683	RAWLINS (2.2)	TIB	WX683	N11990	
685.0			W685	CP W685 (14.6)	X	WX685	S19201	
699.6			W700	RINER (2.5)	IX	WX701	N12575	
702.1			W702	CP W702 (7.8)	X			
709.9			W710	MAY (2.1)	X			
712.0		DT ABS ACS		CRESTON (11.8)		WX712		
723.8			W723	E. WAMSUTTER Trk. 1 (0.6)	(M)T	WX724	N10841	
724.4			W724	CP W724 Trk. 2 (1.6)				
726.0			W726	W. WAMSUTTER (6.7)	(M)I		S10867	
732.7				RED DESERT (7.1)		WX733	C2074	
739.8		CTC2MT ACS	W740	TIPTON (6.6)	X(11)			
744.4			W744	TABLE ROCK Trk. 2 (3.7)	!		S10131	
746.5			W746					
750.1			W749	EAST MONELL Trk. 2 (0.6)	(11)			
750.7			W750	CENTER MONELL Trk.1 (0.3)	(11)			
751.0		DT ABS ACS	W751	WEST MONELL Trk.2 (5.4)	(11)			
756.4			W756	EAST BITTER CREEK (2.1)	! (M)	WX757	N10412	
758.5			W758	WEST BITTER CREEK (3.5)	! (M)	WX757	S10843	
762.0			W762	CP W762 Trk.1 (4.0)				
766.0			W766	EAST BLACK BUTTES (0.7)	(M)X		N7484	
766.7				BLACK BUTTES (1.3)	T	WX766	N9225	
768.0			W769	WEST BLACK BUTTES Trk. 1 (9.4)				
777.4				POINT OF ROCKS (3.8)	T	WX777	C8374	
781.2			G781	CP G781 Trk. 1 (2.0)				
783.2				THAYER (2.7)		WX784	N12676	
785.9			G786	CP G786 Trk. 2 (10.2)				
796.1				BAXTER (2.6)		WX796	C5972	
798.7			CTC2MT ACS	G798	CHEVRON Trk. 2 (2.3)		WX798	
801.0			G801	CP G801 (1.5)	IX		N14212	
802.5			G803	ROCK SPRINGS (1.5)		WX802		
804.0			G804	CP G804 (5.0)	XI			
809.0				KANDA (5.7)		WX809	C6294	
814.7			G814	E. GREEN RIVER (0.4)	X	WX814		
815.1			CTC4MT	G815	GREEN RIVER (2.2)	X		
817.3			G817	W. GREEN RIVER	BX	WX817		
(133.6)								

## SI-01 MAIN TRACK AUTHORITY

### CTC between:

CP W683 and CP W710;  
 CP W740 and CP W756;  
 CP G798 and CP G815 Trk 2;  
 CP G801 and CP G815 Trk 1;  
 CP G815 and CP G817.

### Rule 9.14/9.15 between:

CP W710 and CP W740;  
 CP W756 and CP G798 Trk 2;  
 CP W756 and CP G801 Trk 1.

### ACS between:

CP W683 and CP G815.

## SI-02 MAXIMUM SPEED TABLE

### Maximum Speed

### MPH

#### Between Mileposts

#### PSGR FRT

682.8 and 801.6

(Except as Below).....	79	70
682.8 and 683.8.....	55	50
702.9 and 704.2.....	65	60
708.6 and 709.0.....	65	60
713.6 and 714.3.....	70	60
740.2 and 740.9.....	65	60
740.9 and 743.1 Trk.1.....	65	60
760.5 and 762.4.....	65	60
774.3 and 776.7.....	65	60
797.3 and 798.4.....	50	45
798.4 and 801.6.....	55	50

#### Between Mileposts

#### PSGR FRT

801.6 and 817.3

(Except as Below).....	79	60
801.6 and 803.3.....	40	40
803.3 and 803.6.....	65	55
806.6 and 807.5.....	65	60
807.5 and 807.8.....	55	50
809.6 and 814.1.....	50	45
814.1 and 814.7.....	30	30
814.7 and 816.7.....	40	30
816.7 and 816.9 Trks.1 & 4.....	20+	20+
816.7 and 816.9 Trks.2 & 3.....	25	25
816.9 and 817.3.....	30	30

# RAWLINS SUBDIVISION (0260)

23

## SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
North and South sidings Rawlins.....	40
Exception: MP 682.5 and MP 682.8....	20
CP G801 and CP G804.....	40
Spring Switch East end South siding	
Wamsutter - Trk. 2.....	30
Spring Switch East end South siding	
Bitter Creek - Trk. 2.....	30
Spring Switch West end North siding	
Wamsutter - Trk. 1.....	30
Spring Switch West end North siding	
Bitter Creek - Trk. 1.....	30
Spring Switch West end North siding	
Black Buttes - Trk. 1.....	30
<b>2. Dual Control Switch Turnouts</b>	
CP W683 Trk.1 and Siding.....	20
CP W685, CP W700, CP W702, CP W710,	
CP W740, CP W766 between Trk.1 & 2,	
CP G801, CP G804, CP G814.....	40
CP G798, CP G815.....	20
CP W749, CP W750, CP W751.....	60
<b>3. Misc. Speed Restrictions</b>	
Trains handling dimensional or excessive dimensional loads between:	
MP 712.3 and MP 712.4 Trk.1;	
MP 776.0 and MP 777.2;	
MP 803.5 and MP 803.8;	
MP 806.2 and MP 806.5;	
MP 808.5 and MP 809.3 Trk.1;	
MP 811.6 and MP 811.8;	
MP 813.0 and MP 813.3;	
MP 814.0 and MP 814.6 (Trk.4 or yd.trk.4;)	
MP 815.8 and MP 816.1.....	30
Trains handling dimensional or excessive dimensional loads on	
Main Trk.4 or yard Trk.4	
between MP 814.0 and MP 814.6 and	
between MP 815.8 and MP 816.1.....	
	30
Connection track between East Monell	
CP W749 and Center Monell CP W750 Trk.1	
	60
Connection track between Center Monell	
CP W750 and West Monell CP W751.....	
	60

## SI-04 MAIN TRACK DESIGNATIONS

**Two main tracks between:** Rawlins MP 682.8 and Green River MP 815.1.

**Four main tracks between:** Green River MP 815.1 and W. Green River MP 817.3.

## SI-05 MILEPOST EQUATIONS

MP 697.2 = MP 697.7  
MP 785.3 = MP 785.7

## SI-06 RCL OPERATIONS

**Remote Control Areas:** Green River Yard  
Trains entering the Green River yard must contact the RCO or the yardmaster before entering.

**Remote Control Zones:** When operating remote control locomotive consists in tracks with positive stop protection, to obtain proper braking the following must be observed;

- 1) do not handle tonnage greater than that listed in the table, and;
- 2) when entering PSP, speed must not exceed speed specified.

Zone	1 locomotive	2 locomotives	Entry Spd
Trk.106	7000 tons	14000 tons	7 MPH
Trk.103	7000 tons	14000 tons	9 MPH
Trk.102	7000 tons	14000 tons	7 MPH
Trk.105	7000 tons	14000 tons	7 MPH

Zone W:

West RCL Zone Limits

The RCL Zone on the west end of the Green River Yard will be in effect from the derail on the west end of Belt Track (106) to and including the #1 crossover Switch.

Zone E:

East RCL Zone Limits

The RCL zone on the east end of the Green River Yard will be in effect from the leaving block signal on the east end of trk. (103) to and including the #1 crossover switch for trk. (103) excluding the south drill trk. (102) and the Bitter Creek trk. (105). When using track 105 permission is needed to cross the #1 switch to enter the RCL zone trk. (103) or trk. (105).

All employees who will be yarding an inbound or departing an outbound train at Green River Yard, must receive permission to line the switches for their intended route. This permission must come from the yardmaster on duty or the primary Remote Control Operator (RCO) on each end of the yard where there will be conflicting movement. Because of the location of the positive stop protection (PSP), before using locomotives in RCL operation, they must be facing in the proper direction. The Westend Switch Engine must be facing west, the Eastend Switch Engine must be facing east.

When in RCL operation, do not exceed 12 axles on controlling locomotive consist.

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

@ 692.3	% 738.0	@ 748.4 Trk.2
@ 710.6 Trk.2	% 741.3 Trk.1	@ 748.6 Trk.1
@ 713.4 Trk.1	% 742.3 Trk.2	@ 770.8
% 719.5 Trk.1	% 743.3 Trk.1	@ 792.3
% 721.7 Trk.1	% 744.9 Trk.1	@ 808.2
@ 731.5 Trk.2	% 746.6 Trk.1	

# RAWLINS SUBDIVISION (0260)

## SI-08 RULES ITEMS

### Rule 13.1.4 ACS Test Loops:

Rawlins:  
Main tracks 1 and 2;  
North and South sidings;  
Center Service Loop at fuel rack;

Point of Rocks:  
Jim Bridger Lead;

Rock Springs (Southside):  
East end of Yard 5 Trk 401;

MP 815.7 to CP G815:  
Main tracks 1 thru 4 eastward;

MP 815.4 to CP G815:  
Bitter Creek Lead eastward.

**Rule 32.1. Grade Securement:** When cars are left unattended, with or without locomotive consist attached at following location, 50% of the total car count, or all cars if five (5) cars or less, must have hand brakes applied:  
Creston WX712: Center Pass trk.105.

## SI-09 FRA EXCEPTED TRACKS - None.

## SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Hadsell .....	690.2	WX690
Tipton .....	740.0	WX740
Robinson Trk. 1.....	744.1	WX743
CIG Spur Trk. 1.....	748.7	WX749
Monell Trk 2.....	750.7	WX754
Patrick Draw Trk. 1.....	753.6	WX754
Hallville Trk. 1.....	771.2	WX771

## SI-11 INDUSTRIAL LEADS

**South Pass Industrial Lead:(0261)**  
Extends 6.5 miles from MP 0.0 to MP 6.5.  
Maximum speed 15 MPH.  
Exceptions:  
MP 6.0 and MP 6.5 ... 10  
Reliance Spur .... 5  
Maximum Gross Weight: 143 Tons.

Business Tracks	MP	Sta.#'s
Reliance .....	6.0	WW706

**Jim Bridger Industrial Lead:(0263)**  
Extends 8.1 miles from MP 0.0 to MP 8.1.  
Maximum speed 20 MPH.  
Exceptions:  
MP 4.0 to MP 4.7 .... 10  
MP 6.2 to MP 8.1 .... 10

Maximum Gross Weight: 143 Tons

**Chevron Industrial Lead:(0264)**  
Extends 9.0 miles from MP 0.0 to MP 9.0.  
Maximum speed 20 MPH.

## SI-12 TONNAGE RESTRICTIONS/TPOB

**Maximum Gross Weight:** 158 Tons.

**Trains** that contain cars identified by the letter "R" as the second letter in the TCS car kind field may operate at a maximum speed of 70 MPH provided train does not:

- A. exceed 110 TPOB;
- B. exceed a total of 75 cars;
- C. contain more than four other cars, including 4 multi-platform non-conventional type cars.

## SI-13 TRAIN MAKE-UP RESTRICTIONS

### TPOB RESTRICTION

Following applies when operating between Rawlins and W. Green River:  
Trains consisting entirely of doublestack cars may use up to 33 EDDB if train exceeds 100 TPOB.

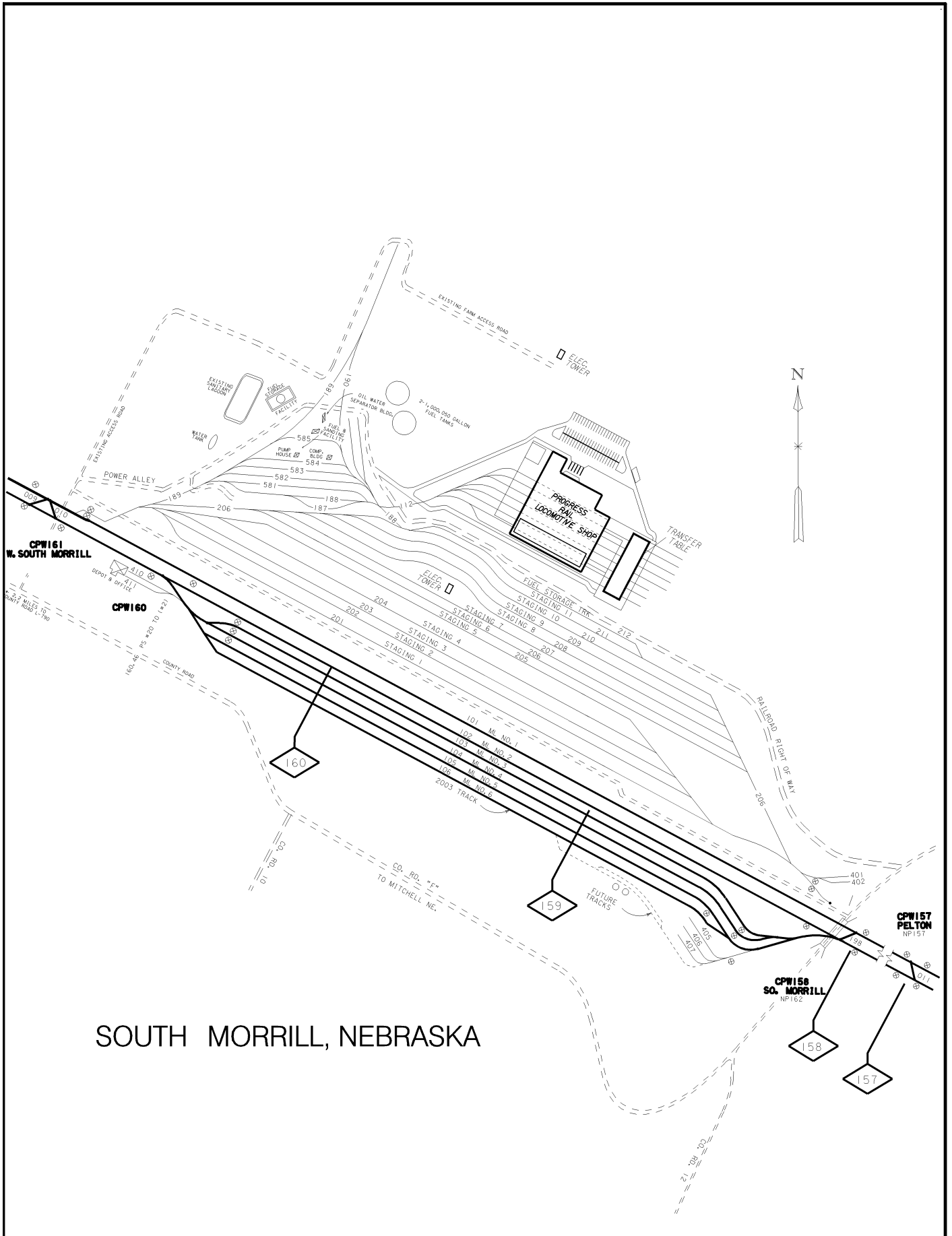
## SI-14 MISC. INSTRUCTIONS

### Green River Yard:

#### Radio Controlled Switches:

If hand operation is required to operate any of the Radio Controlled Switches in the Green River Yard, be governed by instructions posted in or on control box. Rule 8.2 applies.  
Maintenance or cleaning of Radio Controlled Switches and switch points must not be performed unless the power is removed from the switch.

**Rawlins fueling facilities:** Amber rotating tri-radial lights are located at main track fueling facilities between Trk.1 and the North Siding and Trk.2 and the South Siding. When these lights are illuminated it signifies that mechanical forces are fueling or working on or about the fuel rack. Trains must approach this area at restricted speed, ring bell, be on the lookout for and protect against employees working in this area. After departing fuel rack, westward trains must move west a sufficient distance to allow fueling of locomotives on all tracks.



SOUTH MORRILL, NEBRASKA

## SOUTH MORRILL SUBDIVISION (0214)

Radio Display:						
CP W300 to CP W009 - 3838 (*53)						
CP W009 to CP W157 - 2020 (*51)						
CP W157 to CP W166 - 4242 (*52)						
Mile Post	Track Layout	Rule 6.3	CP #s	WEST STATIONS	EAST STATIONS	Sta. #s Siding Feet
300.4 =0.25 0.0 1.0		CTC2MT ACS	W300	O'FALLONS	TX	NX301
8.5			W001	CP W001 (1.3)		
16.0			W009	JORDAN	(11) X	NP009
25.9			W016	NORTH PAXTON	(11) X	NP016
34.8			W026	KEYSTONE	(11) X	NP028
45.5			W035	MARTIN BAY	(11) X	NP035
55.2			W046	SAND CREEK	(11) X	NP046
67.3			W055	CLEAR CREEK	(11) X	NP055
78.5			W067	NEW OSHKOSH	(11) X	NP068
88.1			W078	LYTLE	(11) X	NP078
97.3			W088	RETTIE	(11) X	NP089
109.0			W097	EASTWOOD	(11) X	NP097
112.8 114.3 115.4			W109	TOWERS	(11) X	
118.6			W113 W114	NORTHPORT		NP114 6884
129.7			W115	CP W115 (3.2) (X)BNSF(M)		NP115
138.6			W119	NORTH BRIDGEPORT	(11) X	
149.0			W130	CHIMNEY ROCK	(11) X	NP130
157.0			W139	MELBETA	(11) X	
158.1 160.4			W149	MONUMENT	(11) X	NP149
160.7			W157	PELTON	X	NP157
164.1			W158	SOUTH MORRILL	BXT	NP162 Yard
165.5			W160	(0.3)		
			W161	CP W161	X	NP163
			W164	JOYCE	X	NP164
			W166	HORSE CREEK	(11)XT	NP166
(165.5)						
<b>SI-01 MAIN TRACK AUTHORITY</b>						
CTC Between: CP W300 and CP W166.						
ACS in effect: CP W300 to CP W157 except No. 1 Track CP W113 to CP W115.						

## SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts -0.30 and 165.5	
(Except as Below).....	60
-0.3 and 0.4 EWD only.....	50
1.6 and 1.8.....	50
115.4 and 115.5 Trk. 1.....	40
115.4 and 115.5 Trk. 2.....	25
158.1 and 160.4 Trks.3-6.....	30
164.2 and 164.9.....	50

Note: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR passenger trains may operate at 10 MPH above maximum authorized speed for freight trains.

Note: Speed signs for 50 MPH permanent speed restrictions between MP 0.0 and MP 1.8 are displayed at MP 0.0 for westward movements.

## SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts (No Exceptions.)</b>	
<b>2. Dual Control Switch Turnouts</b>	
CP W300, CP W009, CP W016, CP W026, CP W035, CP W046, CP W055, CP W067, CP W078, CP W088, CP W097, CP W109, CP W119, CP W130, CP W139, CP W149, CP W166.....	40
Exception: Loaded Coal Trains.....	25
CP W158, CP W160.....	20
CP W115.....	10
CP W113, CP W114.....	15
<b>3. Misc. Speed Restrictions</b>	
Loaded Coal Train Restriction (see SI-12).....	50
BNSF Transfer Track at CP W115.....	10
South Morrill: all yard tracks.....	15
Horse Creek: south leg of wye.....	10

## SI-04 MAIN TRACK DESIGNATIONS

**Two main tracks between:**  
CP W300 and CP W158;

**Six main tracks between:**  
CP W158 and CP W160.

## SI-05 MILEPOST EQUATIONS

South Morrill Subdivision begins at switch points from Sidney Subdivision MP 300.42. Switch points are located 0.25 miles east of South Morrill Subdivision MP 0.0.

South Morrill Sub MP -0.25 = MP 300.42 Sidney Sub

## SI-06 RCL OPERATIONS - None.

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

@ -0.1	@ 31.6 Trk.2	(#) 91.1
% 2.7	% 39.2	(#) 107.2
% 8.3	(#) 46.7	(#) 121.6
(#) 17.4	% 55.3	(#) 136.3
% 24.5	(#) 65.0	(#) 150.8
(#) 31.6	(#) 78.8	



# SOUTH MORRILL SUBDIVISION (0214)

27

## SI-08 RULES ITEMS

**Rule 1.47, Part C, Item 3, Radio Transmission:**  
not in effect between:

CP W009, MP 8.5 (Jordan) and CP W300, MP 0.0;  
MP 150.8 and CP W166, MP 165.5 (Horse Creek).

**Rule 6.29.1:** employees inspecting a passing train are not required to advise crew members of the conditions of their train unless they observe a condition that could affect safety between:

CP W009, MP 8.5 (Jordan) and CP W300, MP 0.0;  
MP 150.8 and CP W166, MP 165.5 (Horse Creek).

**Rule 13.1.4:** ACS Test Loop locations:

Northport - east and west ends of main track  
No.1 and sidings;  
Gering - east end trk. 101 and trk. 105;  
South Morrill - east end all Main Tracks between  
CP W160 and CP W157;  
East end all yard tracks.

## SI-09 FRA EXCEPTED TRACKS - None.

## SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Martin (Trk.1 W).....	34.9	NP035
Ruthton (Trk.2).....	53.2	NP050
Lewellen (Trk.1).....	59.0	NP059
Oshkosh (Trk.1).....	70.9	NP071
Lisco (Trk.2).....	85.3	NP085
Lisco (Trk.1).....	86.4	NP086
Broadwater .....	100.6	NP100
Glover (Trk.1 W).....	117.3	NP117
Gering .....	145.9	NP146

## SI-11 INDUSTRIAL LEADS - None.

## SI-12 TONNAGE RESTRICTIONS/TPOB

**Maximum Gross Weight:** 158 Tons.

## SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

## SI-14 MISC. INSTRUCTIONS

**Gering:** Automated Horn System (AHS) in service at following locations:

MP 145.7 - 7th Street,  
MP 146.0 - 10th Street  
MP 146.8 - Country Club Road

The AHS is initiated when the grade crossing warning system is activated by the approaching train or engine. The AHS sounds horns that are directed towards approaching street traffic and the strobe lights will flash until the train or engine occupies the island of the grade crossing.

When strobe lights are flashing at the above locations, this will acknowledge the system is working properly and it is not necessary to sound whistle signal 5.8.2(11).

However, this will not apply when there is a need to warn pedestrians or vehicular traffic unaware of an approaching train or engine, and their attention cannot be attracted by the ringing of the bell per Rule 5.8.1. If the strobe lights are not flashing as the train approaches the crossing the whistle must be sounded.

**Gering:** Consists of 6-axle units are permitted to operate only on trks. 101-106.

**South Morrill:** All train or engine movements or men and equipment must obtain permission from the control operator at South Morrill to occupy any track designated as 'other than main track'.

Permission for movement in or out of the diesel service facility must be obtained from the South Morrill control operator.

No more than 18 coupled locomotives may be moved or switched on the engine ready track at South Morrill. When handling more than 12 locomotives, a second locomotive must be properly MU'ed with the controlling locomotive for braking power.

Between MP 157.0 and MP 166.0, mechanical department employees will be operating on channel 3636. Before making any movement involving the diesel service facility tracks including all wye tracks, ready track, fuel & sand 1, fuel & sand 2, engine house, fuel car track, and Progress Rail, contact mechanical personal (MIC-MIC Helper) on channel 3636 for a job briefing to notify them of moves to be made.

**Fuel and Sand Track 1 (582)** is a designated locomotive servicing track.... 5 MPH.  
Signs placed at limits.

### South Morrill Set Out Tracks:

11.0 Trk.1	NP011	04	154	
11.0 Trk.2	NP011	04	153	
24.0	NP028	04	157	
28.0 Trk.1	NP028	04	156	
39.0 Trk.1	NP037	04	158	
39.0 Trk.2	NP037	04	162	
53.0	NP052	04	160	
73.0 Trk. 2	NP071	04	876	
114.0 Trk.2	NP114	02	400	
115.0 Trk.1	NP115	02	602	
142.0	NP142	02	801	

## POWDER RIVER SUBDIVISION (0236)

		Radio Display:					
		CP W166 to CP W271 - 5252 (*52)					
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS	EAST ▲	Sta. #'s	Siding Feet
165.5		CTC 2MT	W166	HORSE CREEK (7.1)	(11) XT	NP166	
172.6			W173	HENRY (6.9)	(11) X	WY173	
179.5			W179	STATE LINE (7.9)	X	WY179	
187.4			W187	SPOON BUTTE (7.7)	(11) X	WY187	
195.1			W195	SHEEP CREEK (10.6)	(11) X	WY195	
205.7			W205	BRAUN (8.6)	(11) X	WY205	
214.3			W214	WOLFE (10.8)	(11) X	WY214	
225.1			W225	BARNES (9.2)	(11) X	WY225	
234.3			W234	LUSK (9.9)	(11) X	WY234	
244.2			W244	MANVILLE (6.1)	(11) X	WY244	
250.3			W250	JIREH (9.6)	(11) X	WY250	
259.9			W260	LOST SPRINGS (5.3)	(11) X	WY260	
265.2			W265	SHAWNEE (6.3)	X	WY265	
271.5 BN117.7			W271	SHAWNEE JCT.	(11)X	WY272	
BN116.8							
(105.9)							
SI-01 MAIN TRACK AUTHORITY							
CTC between: CP W166 and CP W271.							
Operation via BNSF RR between: Shawnee Jct. and West Caballo Jct. (Orin Sub)							
SI-02 MAXIMUM SPEED TABLE							
Maximum Speed				MPH			
Between Mileposts 165.5 and 271.4							
(Except as Below).....				60			
(No Exceptions).....							
Note: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR passenger trains may operate at 10 MPH above maximum authorized speed for freight trains.							
SI-03 OTHER SPEED RESTRICTIONS							
Maximum Speed				MPH			
1. Thru Sidings & Turnouts (No Exceptions)							
2. Dual Control Switch Turnouts							
CP W166, CP W173, CP W187, CP W195, CP W205, CP W214, CP W225, CP W234, CP W244, CP W250, CP W260..... 40 CP W271 to BNSF..... 40							
3. Misc. Speed Restrictions (No Exceptions)							
SI-04 MAIN TRACK DESIGNATIONS							
Two main tracks between: CP W166 and CP W271.							
SI-05 MILEPOST EQUATIONS							
Powder River Sub MP 271.5 = MP 117.7 Orin Sub BNSF RR							
Yoder Sub MP 163.6 = MP 165.5 Powder River Sub							

## SI-06 RCL OPERATIONS - None.

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 170.2	(#) 205.8	(#) 248.5
(#) 185.1	(#) 222.7	(#) 262.7
(#) 198.2	(#) 235.8	

## SI-08 RULES ITEMS

**Rule 1.47, Part C, Item 3 Radio Transmission:**  
not in effect between:

MP 170.2 and MP 165.5 (Horse Creek).

**Rule 6.29.1:** employees inspecting a passing train are not required to advise crew members of the conditions of their train unless they observe a condition that could affect safety between:  
MP 170.2 and MP 165.5 (Horse Creek)

## SI-09 FRA EXCEPTED TRACKS - None.

## SI-10 BUSINESS TRACKS - None.

## SI-11 INDUSTRIAL LEADS

**Casper Industrial Lead:(0237)**

Extends 7.0 miles from MP 265.3 Powder River Sub - Shawnee (MP 521.1) to Fisher Junction (MP 528.1).

Radio Display: Shawnee to End of Track - 5252

FRA Excepted Tracks: Shawnee to End of Track.

**Business Tracks**

Shawnee 1600 feet..... 521.1

MP Sta.#s

WY266

## SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons.

## SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

# POWDER RIVER SUBDIVISION (0236)

29

## SI-14 MISC. INSTRUCTIONS

**CP W166:** character (11) applies only to the crossover dual control switch turnouts.

**SSI Item 2-E.- Exception:** Trains consisting only of empty coal hoppers may be operated with a maximum of 48 EPA.

### Set Out Tracks:

Powder River Set Out Tracks:				
175.7 Trk.1	WY173	01	473	909
181.0 Trk.2	WY183	01	471	740
191.0 Trk.1	WY187	01	461	1897
191.0 Trk.2	WY187	01	462	1897
203.5 Trk.2	WY205	01	451	720
220.3	WY220(W)	01	135	8340
228.6 Trk.2	WY227	01	431	715
233.7 Trk.1 W	WY234	01	422	952
233.7 inside Trk.	WY234	01	423	2543
234.8 Trk.2	WY234	01	421	850
252.0 Trk.1	WY254	01	411	735
252.0 Trk.2	WY254	01	412	735
265.4 Trk.2	WY265(E)	01	111	
269.7 Trk.1	WY272	01	408	752

## SI-14 MISC. INSTRUCTIONS Continued...

### Hand Brake Requirements At Joint Line Mines.

#### BELLE Ayr

Empties:

All Locations: all lead locomotives.

Loads:

East Belle Ayr = All lead locomotives and 2 cars;

West Belle Ayr= All lead locomotives and 20 cars.

#### CABALLO - ROJO

Empties:

All Locations: all lead locomotives.

Loads:

East Caballo = All lead locomotives and 3 cars;

West Caballo = All lead locomotives and 3 cars.

#### CORDERO - ROJO COMPLEX

Cordero

Empties:

All Locations: all lead locomotives.

Loads:

East Cordero = All lead locomotives and 3 cars;

Sunedco = All lead locomotives and 3 cars;

West Cordero = All lead locomotives and 3 cars.

Rojo

Empties:

All Locations: all lead locomotives.

Loads:

All Locations: all lead locomotives and 3 cars.

#### COAL CREEK

Empties:

All Locations: all lead locomotives and 2 cars or a total of 4 head end handbrakes.

Loads:

All Locations: all lead locomotives and 15 cars.

#### JACOB'S RANCH MINE

Empties:

All Locations: all lead locomotives.

Loads:

All Locations: all lead locomotives and 3 cars.

#### BLACK THUNDER

Empties:

All Locations: all lead locomotives and 2 cars or a total of 4 head end handbrakes.

Loads:

All Locations: all lead locomotives and 5 cars.

#### SOUTH BLACK THUNDER

Empties:

All Locations: all lead locomotives and 2 cars or a total of 4 head end handbrakes.

Loads:

Xing 4 = All lead locomotives and 5 cars;

Tunnel = All lead locomotives and 18 cars.

#### NORTH ANTELOPE - ROCHELLE COMPLEX

Empties:

All Locations: all lead locomotives.

Loads:

Oil field Xing = all lead locomotives and 5 cars;

MP 2 = all lead locomotives;

MP 1 = all lead locomotives and 10 cars.

#### ANTELOPE COAL

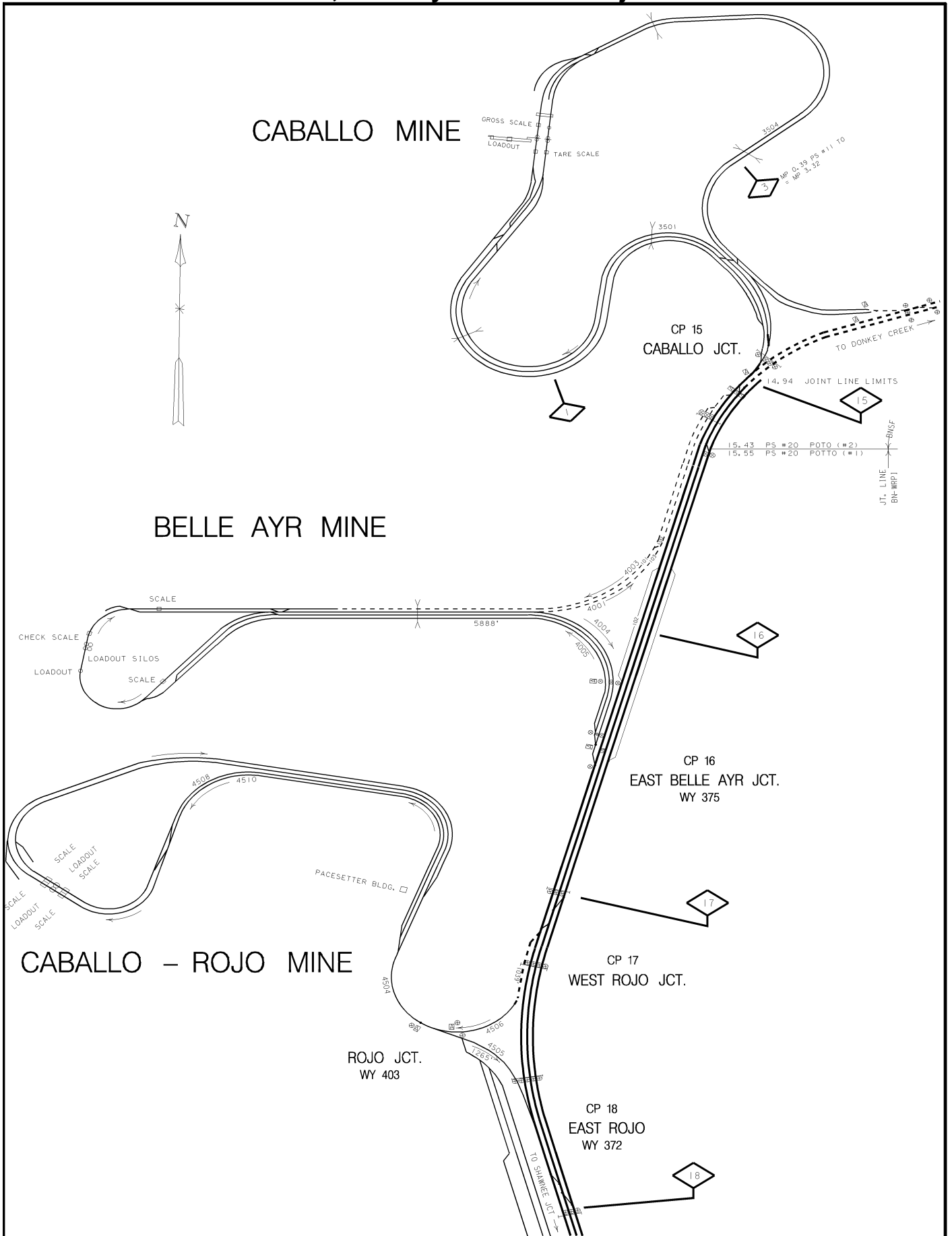
Empties:

All Locations: all lead locomotives.

Loads:

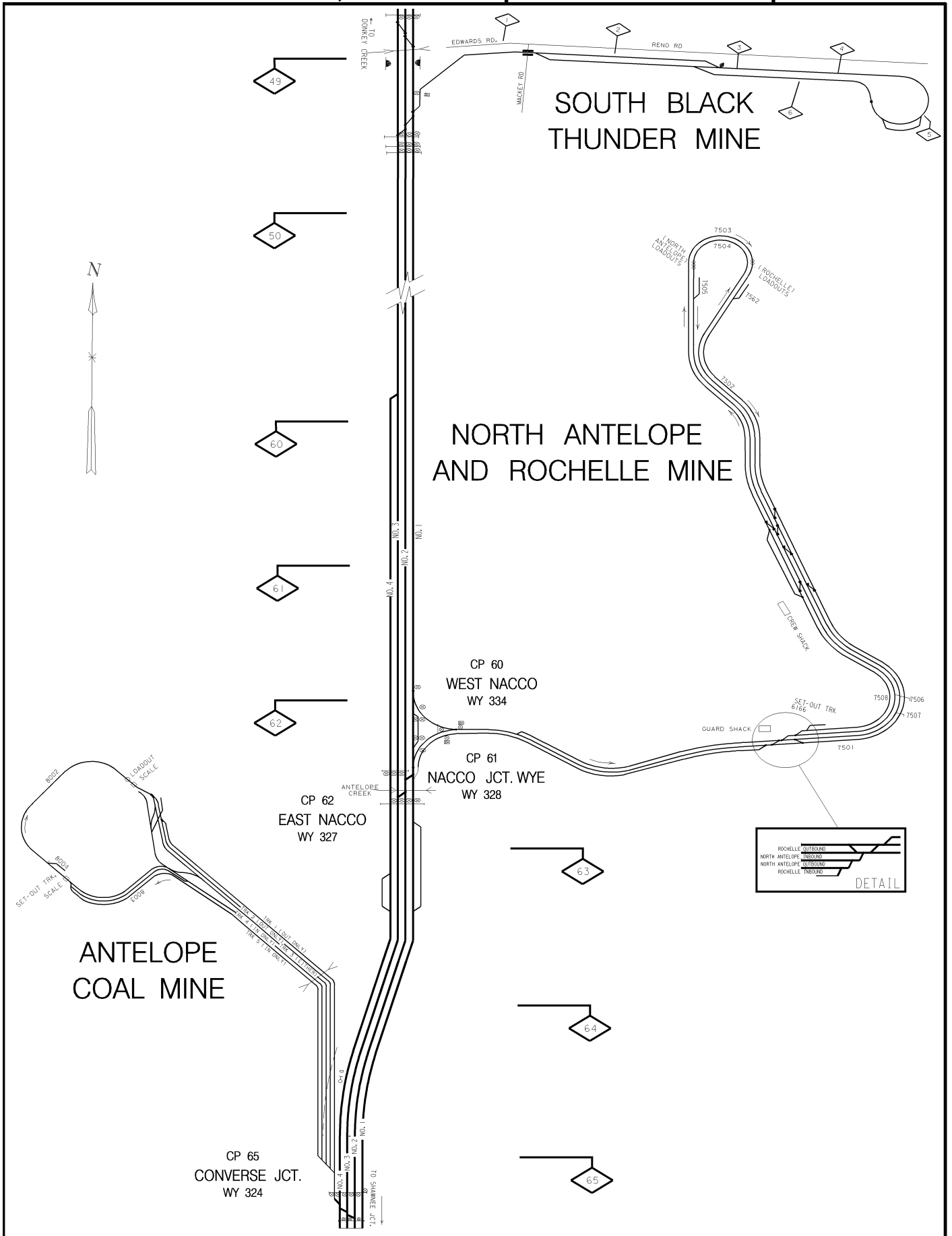
All Locations: all lead locomotives.

# Caballo, Belle Ayr & Caballo-Rojo Mines





# South Black Thunder, North Antelope - Rochelle & Antelope Mines



# JULESBURG SUBDIVISION (0717)

33

		Radio Display:				
		Julesburg to Sterling - 2727				
		Sterling to Union BNSF - 6666 200				
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS	EAST ▲	Sta. #’s Siding Feet
0.2		TWC		JULESBURG (6.5)	YB	NX365
7.1				OVID (16.0)		NJ372 3412
23.1				RED LION (34.4)		NJ388 4254
57.5		TWC ABS		STERLING (17.8)	Y	NJ423 8277
75.3				MESSEX (5.8)		NJ441 6910
81.1				UNION		NJ446
(80.5)						
SI-01 MAIN TRACK AUTHORITY						
TWC between: MP 0.2 and MP 56.1.						
TWC/ABS between: MP 59.1 and MP 81.1.						
BNSF: Train Dispatcher authorizes movements between MP 59.1 and MP 81.1.						
Yard Limits between: MP 0.2 and MP 2.0; MP 56.1 and MP 59.1.						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed				MPH		
Between Mileposts						
0.2 and 81.1						
(Except as Below).....				50		
0.2 and 2.0.....				20		
2.0 and 43.6.....				40		
43.6 and 56.1.....				25		
56.1 and 59.1.....				20		
SI-03 OTHER SPEED RESTRICTIONS						
Maximum Speed				MPH		
1. Thru Sidings & Turnouts						
Sidings Ovid, Red Lion, Sterling, Messex..... 10						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions						
Ovid Sugar Company Yard..... 5						
SI-04 MAIN TRACK DESIGNATIONS - None.						
SI-05 MILEPOST EQUATIONS - None.						
SI-06 RCL OPERATIONS - None.						
SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.						
SI-08 RULES ITEMS						
Rule 8.3: No normal position for switch located at MP 57.5 Chestnut Street. Train and engine movements must approach this location prepared to STOP until it can be seen switch is lined for proper route.						
Rule 13.1.4: ACS Test Loop locations: Main track between MP 0.8 and MP 2.0.						
Rule 1.11.1: Not in effect.						
SI-09 FRA EXCEPTED TRACKS - None.						

<b>SI-10 BUSINESS TRACKS</b>		
<b>Track Name</b>	<b>MP</b>	<b>STA. #'S</b>
Crook .....	30.1	NJ395
Proctor .....	38.8	NJ404
Ceres .....	54.5	NJ420
<b>SI-11 INDUSTRIAL LEADS - None.</b>		
<b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>		
<b>Maximum Gross Weight:</b> between Sterling and Union - 143 Tons.		
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>		
<b>SI-14 MISCELLANEOUS INSTRUCTIONS - None.</b>		

## YODER SUBDIVISION (0238)

		Radio Display:					
		CP W166 to MP 168.3 - 4242 (*52) MP 168.3 to Egbert - 7979 (*52)					
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲	EAST ▲	Sta. #’s	Siding Feet
163.6		YL ABS	W166	HORSE CREEK (1.5)	(11) XT	NP166	
165.1		YL		KIOWA (3.2)		NP167	10,384
168.3		TWC		BEGIN TWC (7.2)			
241.0 243.5		YL		EGBERT		NX478	
(79.9)							
SI-01 MAIN TRACK AUTHORITY							
TWC between: MP 168.3 and Egbert, MP 241.0.							
Yard Limits between: MP 163.6 and MP 168.3; MP 241.0 and MP 243.5.							
ABS between: MP 163.6 and MP 165.1.							
MP 163.6 and MP 168.3 Trains, engines, men and equipment must obtain authority from the control operator at South Morrill (radio display 4242) to occupy the main track OR INITIATE MOVEMENT between MP 163.6 and MP 168.3.							
SI-02 MAXIMUM SPEED TABLE							
Maximum Speed				MPH			
Between Mileposts							
163.6 and 243.5							
(Except as Below).....				49			
163.6 and 168.1.....				20			
182.1 and 182.5.....				35			
213.1 and 218.9.....				30			
Note: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR passenger trains may operate at 10 MPH above maximum authorized speed for freight trains.							
SI-03 OTHER SPEED RESTRICTIONS							
Maximum Speed				MPH			
1. Thru Sidings & Turnouts (No Exceptions.)							
2. Dual Control Switch Turnouts (No Exceptions.)							
3. Misc. Speed Restrictions							
Both Legs of Wye at Egbert.....				10			
Horse Creek: south leg of wye.....				10			
SI-04 MAIN TRACK DESIGNATIONS - None.							
SI-05 MILEPOST EQUATIONS							
Yoder Sub MP 163.6 = MP 165.5 Powder River Sub							
SI-06 RCL OPERATIONS - None.							
SI-07 ITEM 13 TRAIN DEFECT DETECTORS							
% 179.9							
% 193.8							
% 209.3							
% 228.7							

**SI-08 RULES ITEMS**

**Rule 8.3. Egbert MP 243.2:** Normal position of spring switch is lined for movement to the west leg of the Wye.

**Rule 8.10. Egbert MP 243.2:** Green aspect indicates spring switch lined for west leg of wye. Yellow aspect indicates spring switch lined for east leg of wye. Red aspect indicates stop and inspect spring switch per Rule 8.9.1.

**SI-09 FRA EXCEPTED TRACKS - None.**

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #S
Lyman .....	167.9	NP168
Hawk Springs .....	192.8	NP452
Meier .....	201.1	NP444
LaGrange .....	203.9	NP441
Albin .....	222.9	NP422
Lindbergh .....	229.8	NP415
Propane Spur (W).....	242.6	NX478

**SI-11 INDUSTRIAL LEADS**

**South Torrington Industrial Lead:(0239)**

18.6 Miles From MP 0.0 to MP 18.6.

Maximum speed 10 MPH.

Exception:

18.0 and 18.6.....5 MPH

Restricted Tracks:

Holly Sugar: Only 4-axle units may operate inside industry gate.

Business Tracks	MP	Sta.#s
Yoder .....	0.0	NP182
Veteran (E) .....	5.8	NP188
South Torrington T .....	18.5	NP201

**SI-12 TONNAGE RESTRICTIONS/TPOB**



**Maximum Gross Weight: 143 Tons.**

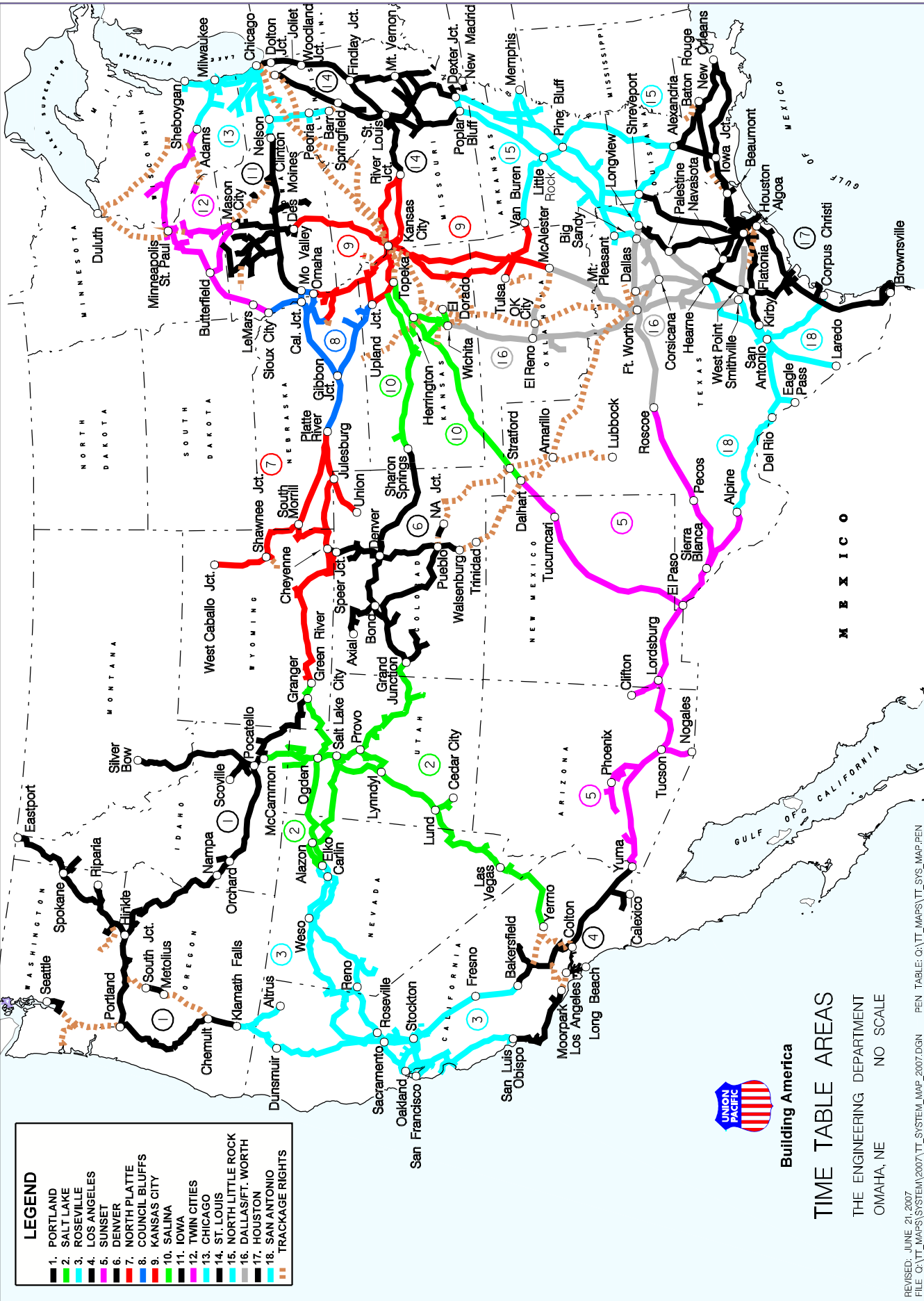
**SI-13 TRAIN MAKE-UP RESTRICTIONS - None.****SI-14 MISC. INSTRUCTIONS - None.**



# GERALD GENTLEMAN SUBDIVISION (0215)

35

		Radio Display:				
		MP 0.0 to MP 7.0 - 2020 (*51)				
		MP 7.0 to MP 9.3 - 7070 (*51)				
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS	EAST ▲	Sta. #'s Siding Feet
0.0		TWC		JORDAN (9.3)	(11)	
9.3		YL		GERALD GENTLEMAN JCT.	(S)	
(9.3)						
SI-01 MAIN TRACK AUTHORITY						
TWC between: MP 0.0 and MP 7.0.						
Yard Limits between: MP 7.0 and MP 9.3.						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed					MPH	
Between Mileposts 0.0 and 9.3						
(Except as Below).....					40	
(No exceptions).....						
SI-03 OTHER SPEED RESTRICTIONS						
Maximum Speed					MPH	
1. Thru Sidings & Turnouts (No Exceptions.)						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions						
Gerald Gentleman Jct. switch MP 9.3 to end of track and power plant..... 5						
Westward trains: when leading wheels pass Gerald Gentleman Jct. switch MP 9.3 ..... 10						
SI-04 MAIN TRACK DESIGNATIONS - None.						
SI-05 MILEPOST EQUATIONS						
Gerald Gentleman Sub MP 0.0 = MP 8.5 South Morrill Sub						
SI-06 RCL OPERATIONS - None.						
SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.						
SI-08 RULES ITEMS						
Rule 5.4.4: in effect.						
Rule 8.3: No normal position for switch at Gerald Gentleman Junction. Trains and engines must approach switch prepared to stop until switch can be seen to be lined for proper route.						
Rule 13.1.4: ACS Test Loop location: MP 2.2.						
SI-09 FRA EXCEPTED TRACKS - None.						
SI-10 BUSINESS TRACKS - None.						
SI-11 INDUSTRIAL LEADS - None.						
SI-12 TONNAGE RESTRICTIONS - None.						
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.						
SI-14 MISC. INSTRUCTIONS						
Gerald Gentleman Jct.: STOP sign. Crews must receive authority from dumper control operator to pass STOP sign at Gerald Gentleman Jct. MP 9.3 to enter plant or to initiate movement while inside plant.						



### Continental Time Conversion Chart

1:00 AM	0100	1:00 PM	1300
1:30 AM	0130	1:30 PM	1330
2:00 AM	0200	2:00 PM	1400
3:00 AM	0300	3:00 PM	1500
4:00 AM	0400	4:00 PM	1600
5:00 AM	0500	5:00 PM	1700
6:00 AM	0600	6:00 PM	1800
7:00 AM	0700	7:00 PM	1900
8:00 AM	0800	8:00 PM	2000
9:00 AM	0900	9:00 PM	2100
10:00 AM	1000	10:00 PM	2200
11:00 AM	1100	11:00 PM	2300
11:59 AM	1159	11:59 PM	2359
Noon	1200	Midnight	0000 (new date)
12:01 PM	1201	12:01 AM	0001

### TABLE OF TRAIN SPEEDS

Min Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec Per Mi.	Miles Per Hour	Min Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec Per Mi.	Miles Per Hour
			1	6	54.5	1	21	44.4	1	35	37.9
0	45	80.0	1	7	53.7	1	22	43.9	1	40	36.0
0	48	75.0	1	8	52.9	1	23	43.4	1	45	34.3
0	50	72.0	1	10	51.4	1	24	42.9	1	50	32.7
0	52	69.2	1	11	50.7	1	25	42.4	1	55	31.3
0	54	66.6	1	12	50.0	1	26	41.9	2	0	30.0
0	56	64.2	1	13	49.3	1	27	41.4	2	5	28.8
0	58	62.0	1	14	48.6	1	28	40.9	2	10	27.7
1	0	60.0	1	15	48.0	1	29	40.4	2	15	26.7
1	1	59.0	1	16	47.4	1	30	40.0	2	20	25.7
1	2	58.0	1	17	46.7	1	31	39.6	2	25	24.8
1	3	57.1	1	18	46.1	1	32	39.1	3	0	20.0
1	4	56.2	1	19	45.6	1	33	38.7	4	0	15.0
1	5	55.3	1	20	45.0	1	34	38.2	6	0	10.0



**SAFETY**  
**IS MY**  
**PERSONAL**  
**RESPONSIBILITY**