



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 | | |

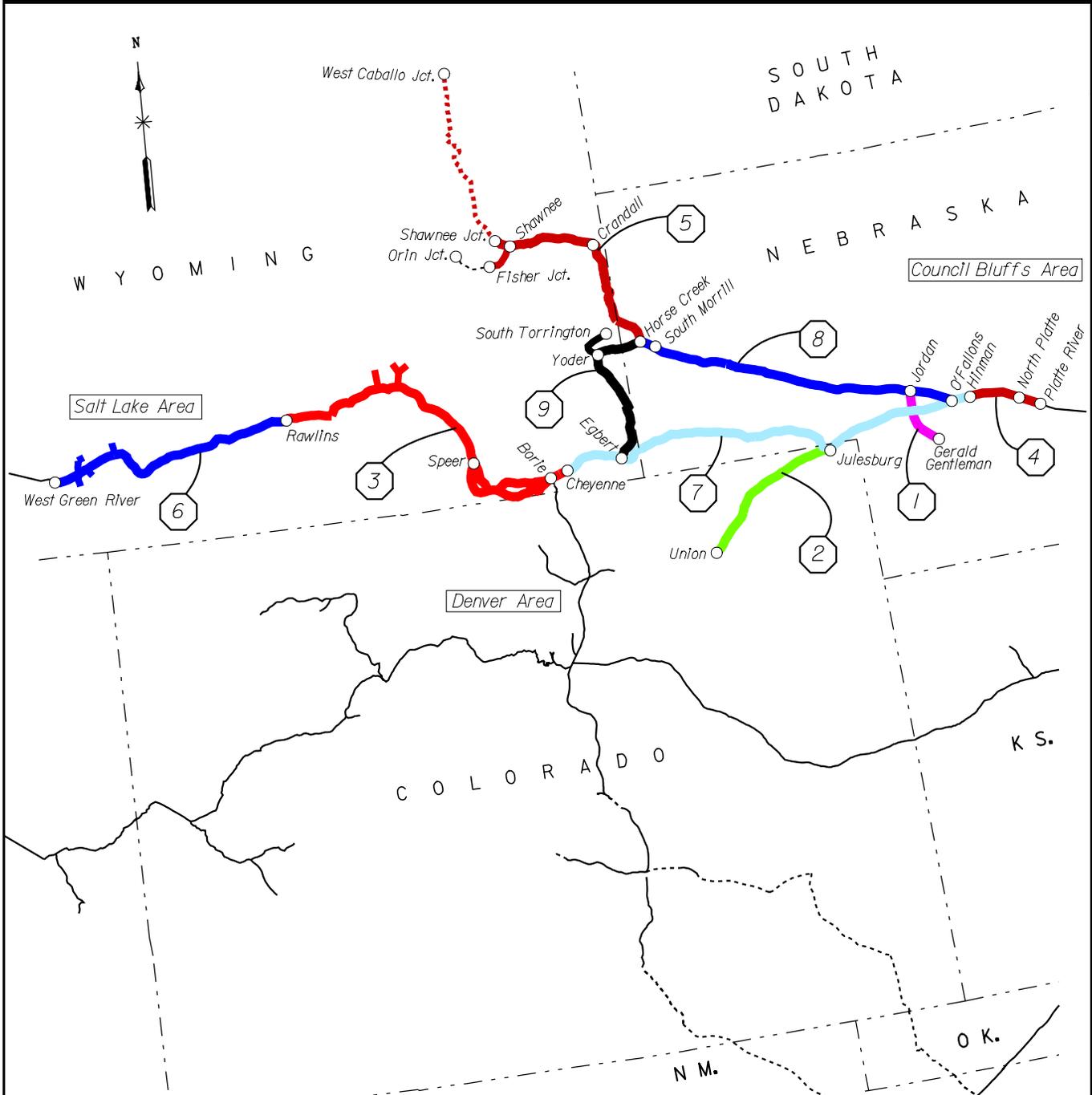
| Track Diagram Color Codes | | |
|---------------------------|--|-----|
| | | CTC |
| | | ABS |
| | | TWC |
| | | ATC |
| | | ACS |
| | | |

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 :

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| South Morrill Yard..... | 25 |
| South Pass Industrial Lead: (0261)..... | 24 |
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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)

| Radio Display: | | | | | | | | |
|--|-----------------|----------|-------|-----------------------------|----------------|---------|-------------|--|
| Platte River to CP B986 - 5555 (*50) CP B986 to Hinman - 3838 (*53) | | | | | | | | |
| Mile Post | Track Layout | Rule 6.3 | CP #s | WEST ▼ STATIONS | EAST ▲ | Sta. #s | Siding Feet | |
| 282.0 | [Track Diagram] | CTCAC | | PLATTE RIVER (1.4) | | | | |
| 283.4 | | 3MT | B283 | BRYAN AVE (1.1) | (11)X | NX283 | | |
| 284.7 | | CTC | | CP B984 (TRK. 1 ONLY) (0.0) | | | | |
| 285.5 | | 3MT | 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 | B289 | CP B289 (TRK. 1 ONLY) (1.1) | | | | |
| 290.5 | | 2MT | 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 | [Track Diagram] | 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 | [Track Diagram] | 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 | [Track Diagram] | CTC | B283 | BRYAN AVE | (11)X | NX283 | |
| 285.5 | | B285 | CP B285 | | (11)X | | |
| New Way | | | | | | | |
| | [Track Diagram] | ABS 9.14 | | WESTWARD SIGNAL (2899) | | | |
| | | | | WESTWARD SIGNAL (2909) | | | |
| 291.9 | [Track Diagram] | CTC | W292 | HINMAN | X | | |
| Old Way | | | | | | | |
| 289.9 | [Track Diagram] | CTC | W990 | CP W990 | | | |
| 291.0 | | W291 | BIRDWOOD | | X | NX291 | |
| 291.9 | | W292 | HINMAN | | X | | |
| Forwarding Lead | | | | | | | |
| 289.4 | [Track Diagram] | CTC | | CP B289 | | | |
| 291.0 | | W291 | BIRDWOOD | | X | NX291 | |
| 291.9 | | W292 | HINMAN | | X | | |

NORTH PLATTE TERMINAL SUBDIVISION (0213)

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 |
|-------------------------------|-----------|
| Between Mileposts | |
| 282.0 and 291.9 | |
| (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)

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:

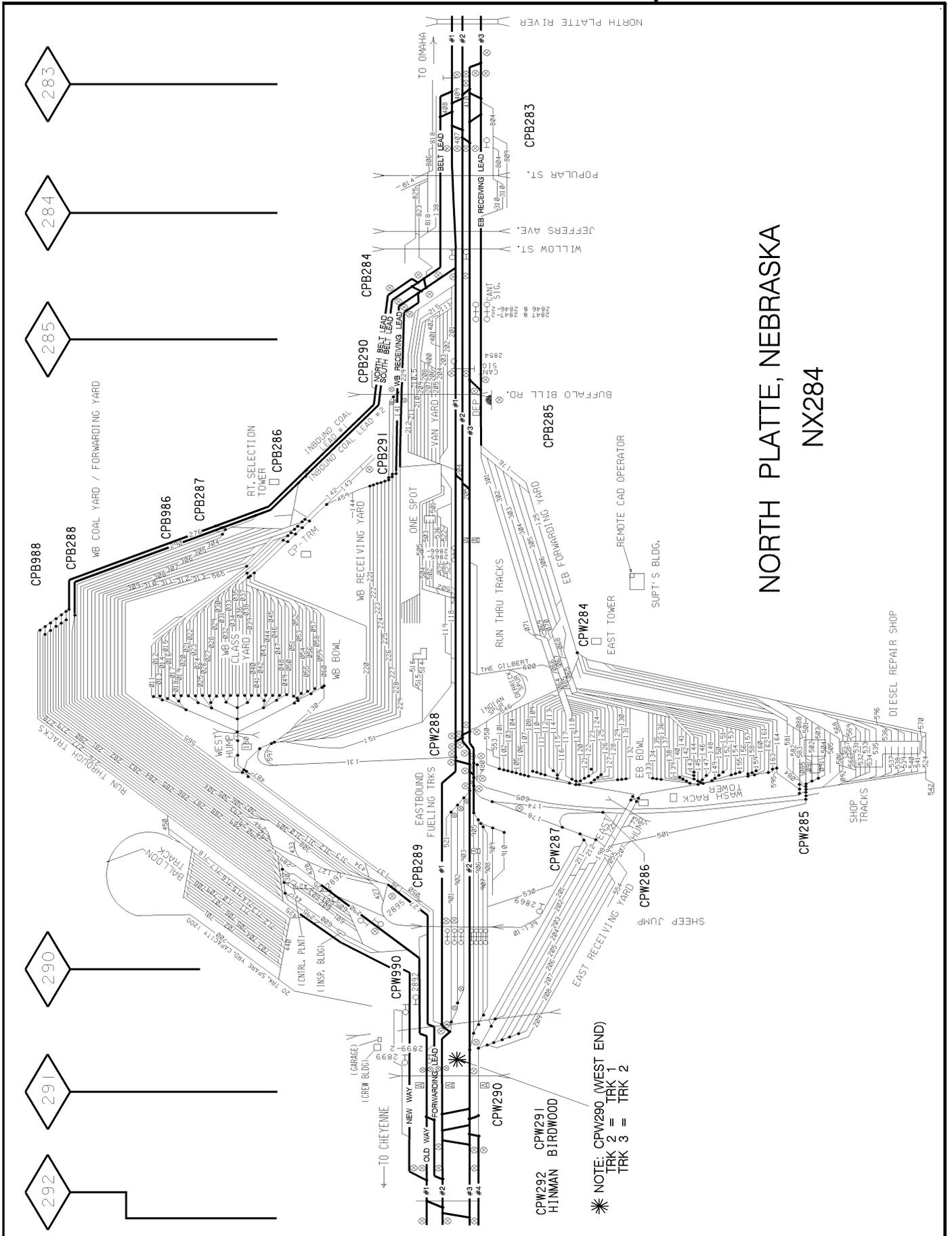
Haz-Mat Emergency:

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)

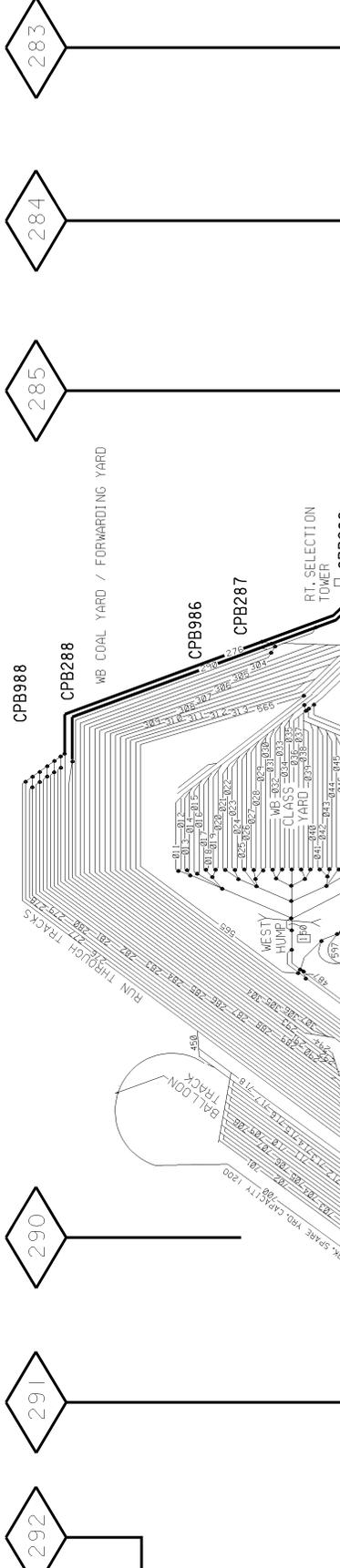
Weather Emergency:

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)

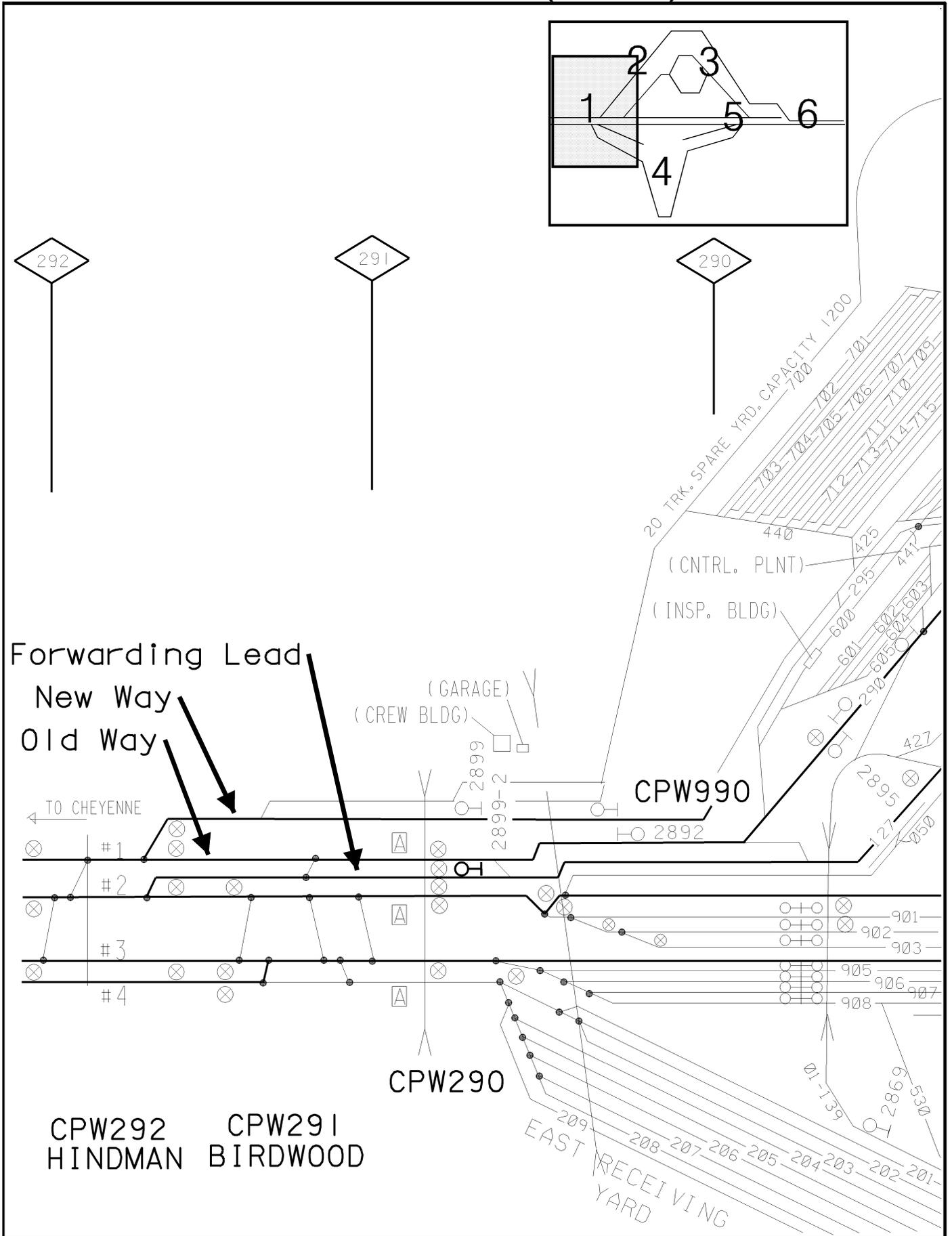
North Platte Terminal Area Map



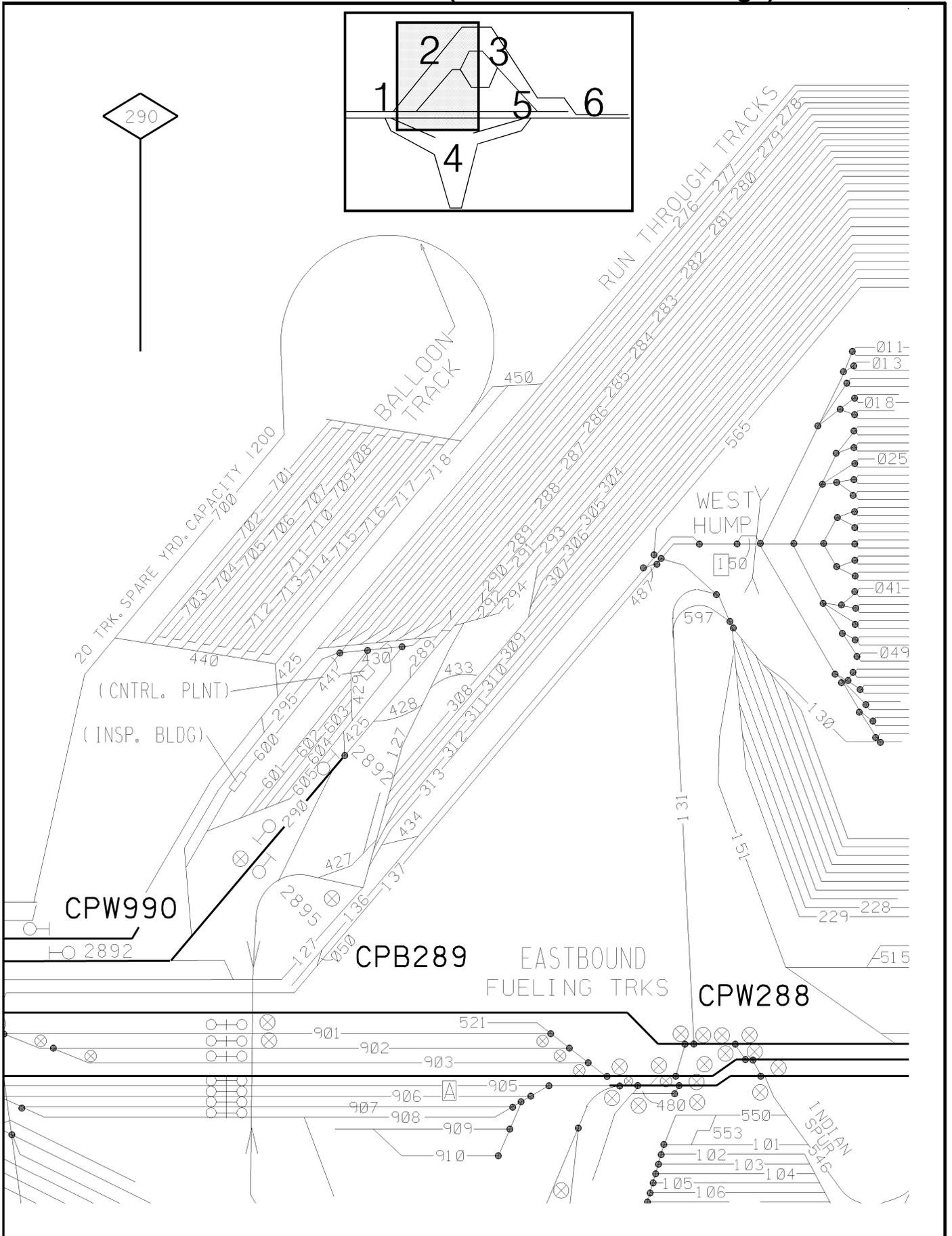
NORTH PLATTE, NEBRASKA
NX284



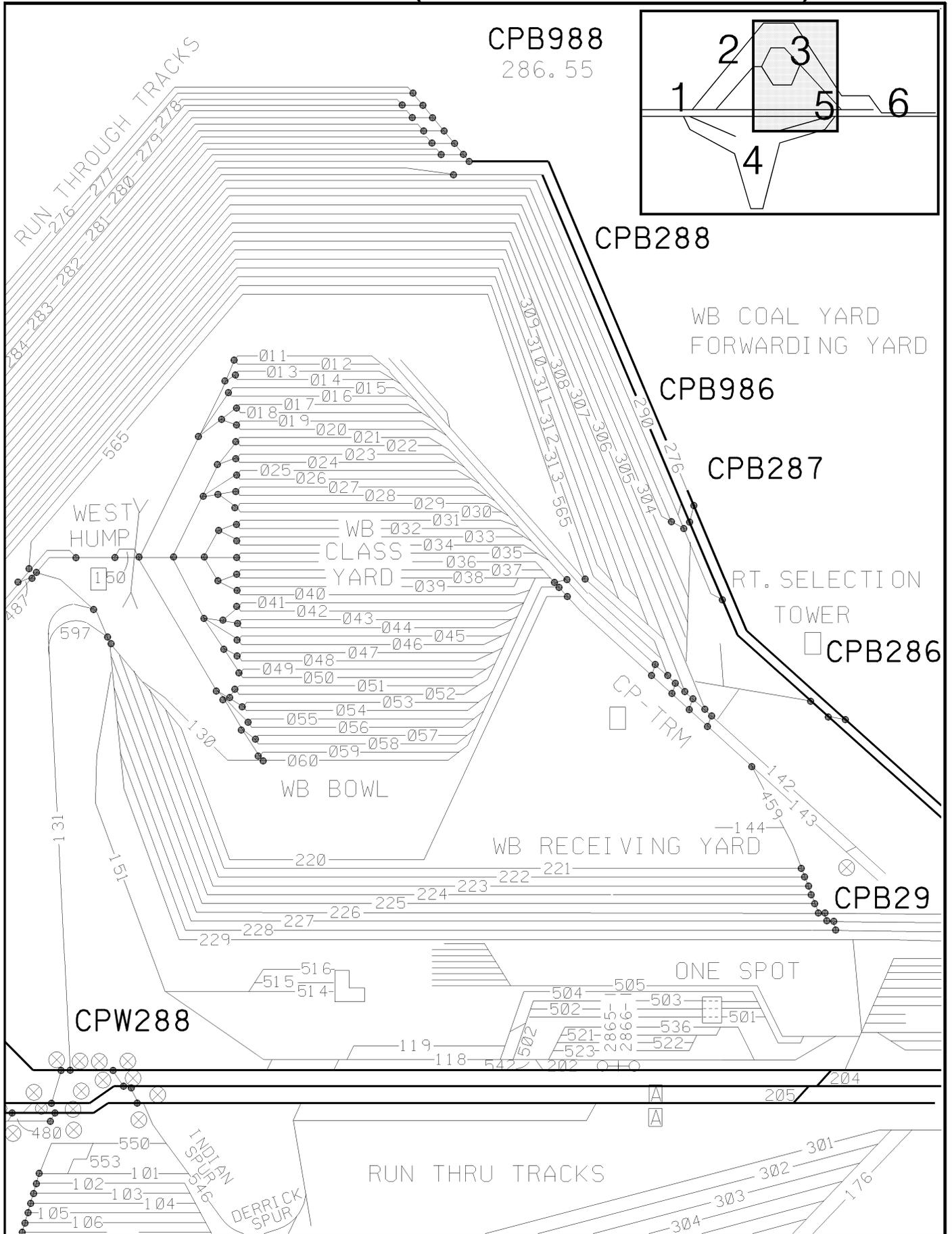
North Platte Terminal (West End)



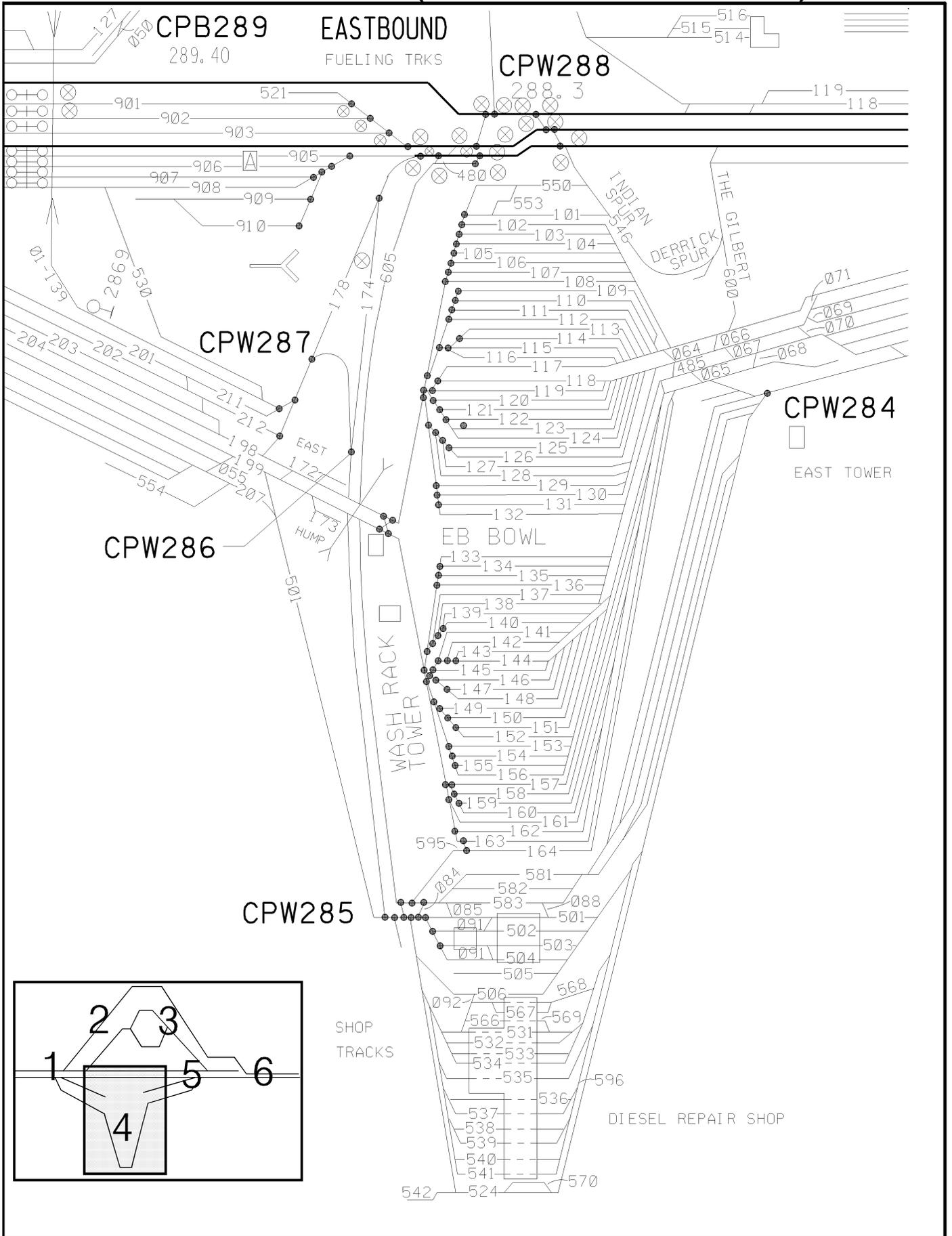
North Platte Terminal (West Bound Run Through)



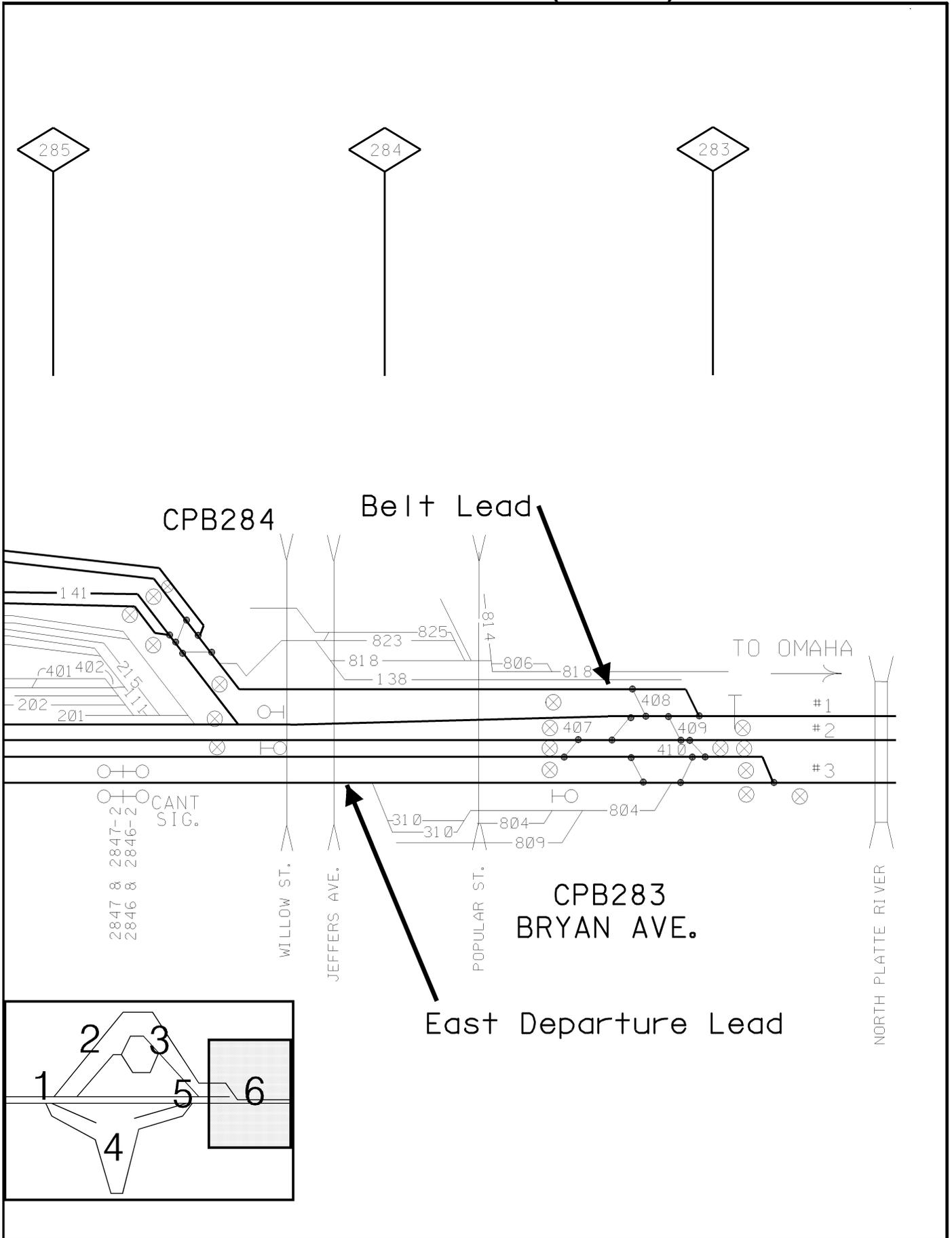
North Platte Terminal (West Bound Classification Yard)



North Platte Terminal (East Bound Classification Yard)



North Platte Terminal (East End)



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)..... | | | | | | | |
| 291.9 and 300.6 Trks.1,2 & 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&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 & 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&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&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

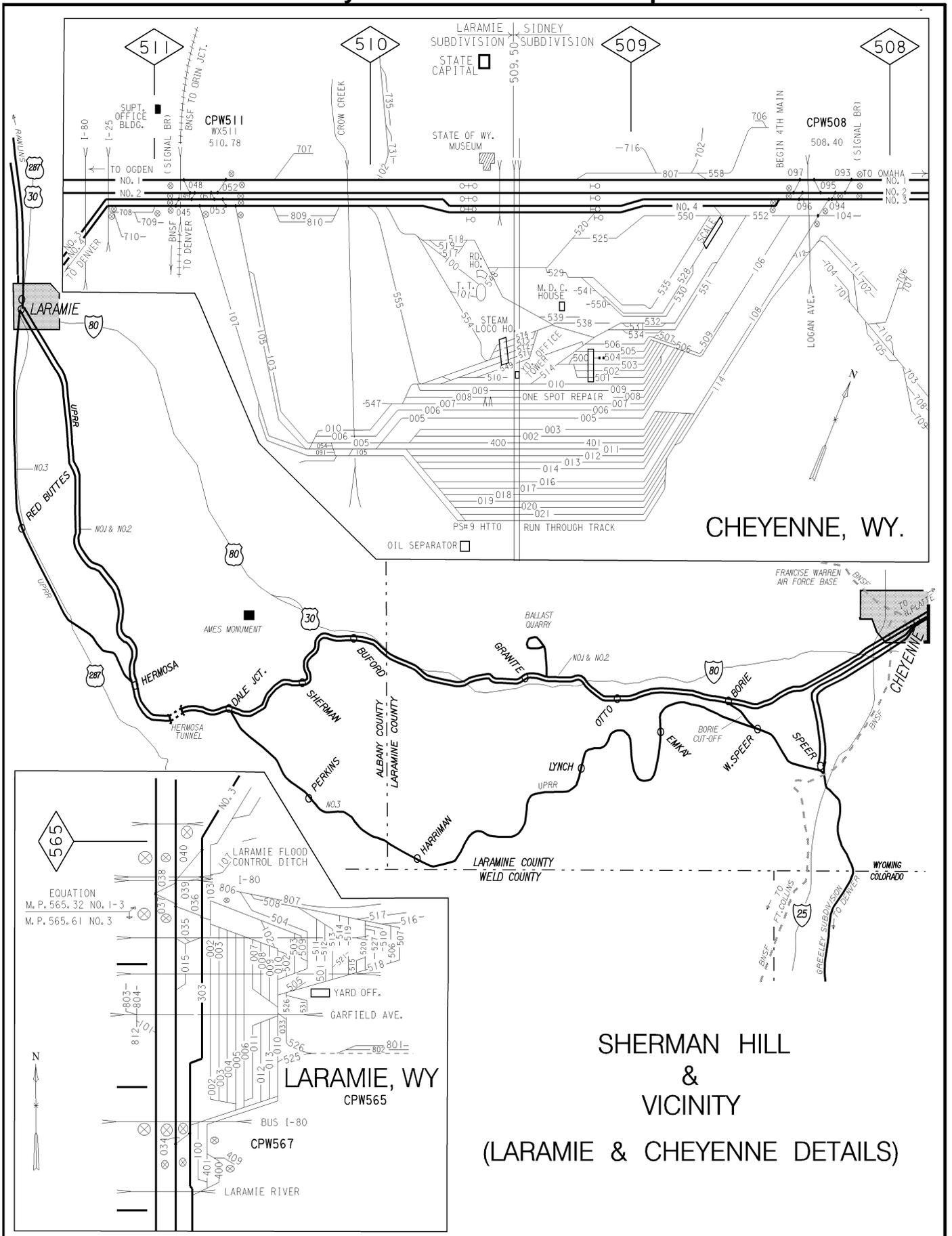
Sidney: North Siding

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.

Cheyenne & Laramie Area Map



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 STATIONS | Sta. #s | Siding Feet |
| Main Tracks 1 and 2 | | | | | | | |
| 509.5 | [Track Diagram] | 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) | T! X | 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) | !X | WX639 | N19125 |
| 643.0 | | | W643 | HANNA (7.1) | !X | 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) | !X | 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 | [Track Diagram] | CTC4MT ACS | | CHEYENNE (1.3) | BT | WX510 | |
| 510.8 | | CTC2MT ACS | W511 | CP W511 (6.4) | X | | |
| 517.2 | | | W517 | EAST SPEER (1.1) | XT | WS517 | |
| 518.3 | | | W518 | SPEER (1.4) | ! | WS518 | C6756 |
| 519.7 | | | W520 | WEST SPEER (6.8) | ! | | |
| (10.2) | | | | | | | |
| Main Track 3 | | | | | | | |
| C525.0 | [Track Diagram] | CTC | W525 | EMKAY (8.5) | | WS526 | 6523 |
| C526.5 | | ACS | 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 | [Track Diagram] | CTC3MT ACS | W547 | HERMOSA (1.3) | X | | |
| B548.6 | | | W549 | CP W549 (7.5) | X | | |
| B556.1 | | CTC | W556 | RED BUTTES (9.3) | ! | WS557 | 6154 |
| B557.4 | | ACS | 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)

| SI-02 MAXIMUM SPEED TABLE | | |
|--|-----|----|
| Maximum Speed | MPH | |
| Between Mileposts | | |
| 509.5 and 544.1 Trks. 1&2 | | |
| (Except as Below)..... | | |
| 509.5 and 510.5..... | 70 | 55 |
| 510.5 and 511.8..... | 35 | 35 |
| 514.8 and 515.8..... | 40 | 40 |
| 518.8 and 519.1..... | 60 | 55 |
| 522.1 and 525.6..... | 60 | 55 |
| 528.6 and 530.0..... | 50 | 45 |
| 530.0 and 532.1..... | 60 | 55 |
| 532.1 and 536.9..... | 45 | 40 |
| 537.9 and 540.4..... | 50 | 45 |
| 540.4 and 544.1..... | 45 | 40 |
| Between Mileposts | | |
| 565.4 and 682.8 Trks. 1&2 | | |
| (Except as Below)..... | | |
| 587.8 and 588.4..... | 79 | 70 |
| 593.3 and 593.7..... | 65 | 60 |
| 598.5 and 599.3..... | 75 | 65 |
| 599.3 and 599.8..... | 70 | 65 |
| 599.8 and 602.3..... | 65 | 60 |
| 603.4 and 605.8..... | 65 | 60 |
| 637.5 and 637.8..... | 70 | 60 |
| 643.4 and 650.8..... | 65 | 60 |
| 650.8 and 653.1..... | 65 | 60 |
| 653.1 and 653.6..... | 65 | 60 |
| 655.2 and 655.5..... | 75 | 70 |
| 655.5 and 656.4..... | 75 | 70 |
| 661.0 and 666.6..... | 60 | 50 |
| 680.9 and 682.5..... | 20 | 20 |
| Between Mileposts | | |
| 509.5 and C555.2 | | |
| Trks.3 & 4 | | |
| (Except as Below)..... | | |
| 509.5 and 510.5 Trk.4..... | 50 | 50 |
| 509.5 and 510.5 Trk.3..... | 20 | 20 |
| 510.5 and 511.8..... | 35 | 35 |
| C553.5 and C555.2 Trk.3..... | 40 | 40 |
| Between Mileposts | | |
| B565.3 (Trk.3) and 565.3 (Trk.2) Straight route | | |
| (Except as Below)..... | | |
| | 70 | 60 |
| Between Mileposts | | |
| B547.3 and B 570.7 Trk.3 | | |
| (Except as Below)..... | | |
| B547.3 and B549.0..... | 70 | 60 |
| B549.4 and B553.7..... | 45 | 40 |
| B559.4 and B561.4..... | 65 | 60 |
| B565.3 and B570.7..... | 65 | 60 |
| | 40 | 40 |

| SI-03 OTHER SPEED RESTRICTIONS | |
|---|-----|
| Maximum Speed | MPH |
| 1. Thru Sidings & Turnouts | |
| South siding between | |
| CP W639 and CP W643..... | 40 |
| Rawlins: North and South sidings..... | |
| Exception: | |
| Between MP 682.5 and MP 682.8..... | 40 |
| Siding Granite..... | 20 |
| 2. Dual Control Switch Turnouts | |
| 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..... | |
| CP W511 except east set crossovers | |
| between Nos. 2 & 3 and all crossovers | |
| between Nos. 3 & 4 or yard leads..... | |
| CP W683 | 40 |
| Crossovers: CP W543, CP W545, CP W565.. | |
| Exceptions: CP W565 west crossover | |
| between Trk.2 & Trk.3..... | |
| Trk. 3 to East Yard Lead..... | 40 |
| CP W519: | |
| Movements between Borie cutoff and | |
| Trk.1..... | |
| Movements between Borie cutoff and | |
| Trk. 2..... | |
| | 15 |
| | 30 |
| 3. Misc. Speed Restrictions | |
| Trains handling dimensional or | |
| excessive dimensional loads on | |
| Main track 2 and track 102 | |
| Walcott Transfer between | |
| MP 661.2 and MP 662.3..... | |
| Connection track between | |
| MP 99.9 and MP 103.3 (Borie Cut-off)... | |
| Cheyenne Yard - Hansen Trk. 551..... | 30 |
| 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:
- 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.

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)

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: |
|---------------------------|------------------------------|-----------------|
| 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: |
|---------------------------|------------------------------|--|
| 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: |
|---------------------------|------------------------------|-----------------|
| 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 EDBA 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)

| | | Radio Display: | | | | | | |
|-----------|-----------------|---------------------------------|-------|--------------------------------|---------------|---------|-------------|--|
| | | Rawlins to CP G815 - 4242 (*17) | | | | | | |
| | | CP G815 to CP G817 - 2727 (*11) | | | | | | |
| Mile Post | Track Layout | Rule 6.3 | CP #s | WEST STATIONS | EAST STATIONS | Sta. #s | Siding Feet | |
| 682.8 | [Track Diagram] | 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 | [Track Diagram] | DT ABS ACS | | CRESTON (11.8) | | WX712 | | |
| 723.8 | | | W723 | E. WAMSUTTER Trk. 1 (0.6) | (M)! | WX724 | N10841 | |
| 724.4 | | | W724 | CP W724 Trk. 2 (1.6) | | | | |
| 726.0 | | | W726 | W. WAMSUTTER (6.7) | (M)! | | S10867 | |
| 732.7 | | | | RED DESERT (7.1) | | WX733 | C2074 | |
| 739.8 | [Track Diagram] | 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 | | | | WEST MONELL Trk.2 (5.4) | (11) | | | |
| 756.4 | [Track Diagram] | DT ABS ACS | 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) | (MX) | | N7484 | |
| 766.7 | | | | BLACK BUTTES (1.3) | T | WX766 | N9225 | |
| 768.0 | | | | WEST BLACK BUTTES Trk. 1 (9.4) | | | | |
| 777.4 | | | | POINT OF ROCKS (3.8) | T | WX777 | C8374 | |
| 781.2 | | | | CP G781 Trk. 1 (2.0) | | | | |
| 783.2 | | | | THAYER (2.7) | | WX784 | N12676 | |
| 785.9 | | | | CP G786 Trk. 2 (10.2) | | | | |
| 796.1 | | | | BAXTER (2.6) | | WX796 | C5972 | |
| 798.7 | [Track Diagram] | 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) | X! | | | |
| 809.0 | | | | KANDA (5.7) | | WX809 | C6294 | |
| 814.7 | | | | E. GREEN RIVER (0.4) | X | WX814 | | |
| 815.1 | [Track Diagram] | 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

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed **MPH**

1. Thru Sidings & Turnouts

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

2. Dual Control Switch Turnouts

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

3. Misc. Speed Restrictions

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 | | |
| <p>Rule 13.1.4 ACS Test Loops: Rawlins: Main tracks 1 and 2; North and South sidings; Center Service Loop at fuel rack;</p> <p>Point of Rocks: Jim Bridger Lead;</p> <p>Rock Springs (Southside): East end of Yard 5 Trk 401;</p> <p>MP 815.7 to CP G815: Main tracks 1 thru 4 eastward;</p> <p>MP 815.4 to CP G815: Bitter Creek Lead eastward.</p> <p>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.</p> | | |
| 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 | | |
| <p>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.</p> | | |
| Business Tracks | MP | Sta.#'s |
| Reliance | 6.0 | WW706 |
| <p>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</p> | | |
| <p>Chevron Industrial Lead:(0264) Extends 9.0 miles from MP 0.0 to MP 9.0. Maximum speed 20 MPH.</p> | | |
| SI-12 TONNAGE RESTRICTIONS/TPOB | | |
| <p>Maximum Gross Weight: 158 Tons.</p> <p>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:</p> <ul style="list-style-type: none"> 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 |
| <p>TPOB RESTRICTION Following applies when operating between Rawlins and W. Green River: Trains consisting entirely of doublestack cars may use up to 33 EDDBA if train exceeds 100 TPOB.</p> |
| SI-14 MISC. INSTRUCTIONS |
| <p>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.</p> <p>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.</p> |

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 | Sta. #s | Siding Feet | |
| 300.4 =-0.25 0.0 1.0 | | CTC2MT ACS | W300 | O'FALLONS | TX | NX301 | | |
| 8.5 | | | W001 | CP W001 (7.5) | | | | |
| 16.0 | | | W009 | JORDAN (7.5) | | (11) X | NP009 | |
| 25.9 | | | W016 | NORTH PAXTON (9.9) | | (11) X | NP016 | |
| 34.8 | | | W026 | KEYSTONE (8.9) | | (11) X | NP028 | |
| 45.5 | | | W035 | MARTIN BAY (10.7) | | (11) X | NP035 | |
| 55.2 | | | W046 | SAND CREEK (9.7) | | (11) X | NP046 | |
| 67.3 | | | W055 | CLEAR CREEK (12.1) | | (11) X | NP055 | |
| 78.5 | | | W067 | NEW OSHKOSH (11.2) | | (11) X | NP068 | |
| 88.1 | | | W078 | LYTLE (9.6) | | (11) X | NP078 | |
| 97.3 | | | W088 | RETTIE (9.2) | | (11) X | NP089 | |
| 109.0 | | | W097 | EASTWOOD (11.7) | | (11) X | NP097 | |
| 112.8 114.3 115.4 | | | W109 | TOWERS (3.8) | | (11) X | | |
| 118.6 | | | W113 W114 | NORTHPORT (2.6) | | | NP114 | 6884 |
| 129.7 | | | W115 | CP W115 (3.2) | | (X)BNSF(M) | NP115 | |
| 138.6 | | | W119 | NORTH BRIDGEPORT (11.1) | | (11) X | | |
| 149.0 | | | W130 | CHIMNEY ROCK (8.9) | | (11) X | NP130 | |
| 157.0 | | | W139 | MELBETA (10.4) | | (11) X | | |
| 158.1 160.4 | | | W149 | MONUMENT (8.0) | | (11) X | NP149 | |
| 160.7 | | | W157 | PELTON (3.4) | | X | NP157 | |
| 164.1 | W158 | SOUTH MORRILL | | BXT | NP162 | Yard | | |
| 165.5 | W160 W161 | (0.3) CP W161 | | | | | | |
| | W164 | JOYCE (1.4) | | X | NP164 | | | |
| | W166 | HORSE CREEK | | (11)XT | NP166 | | | |

(165.5)

SI-01 MAIN TRACK AUTHORITY

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**

1. Thru Sidings & Turnouts (No Exceptions.)

2. Dual Control Switch Turnouts

| | |
|--|----|
| 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 |

3. Misc. Speed Restrictions

| | |
|---|----|
| 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)

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 | EAST | Sta. #'s | Siding Feet |
| | | | | ▼ STATIONS ▲ | ▲ | | |
| 165.5 | [Track Diagram] | 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 BN116.8 | | | W271 | SHAWNEE JCT. | (11) X | WY272 | |

(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 | MP | Sta.#'s |
| Shawnee 1600 feet..... | 521.1 | WY266 |

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

POWDER RIVER SUBDIVISION (0236)

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.

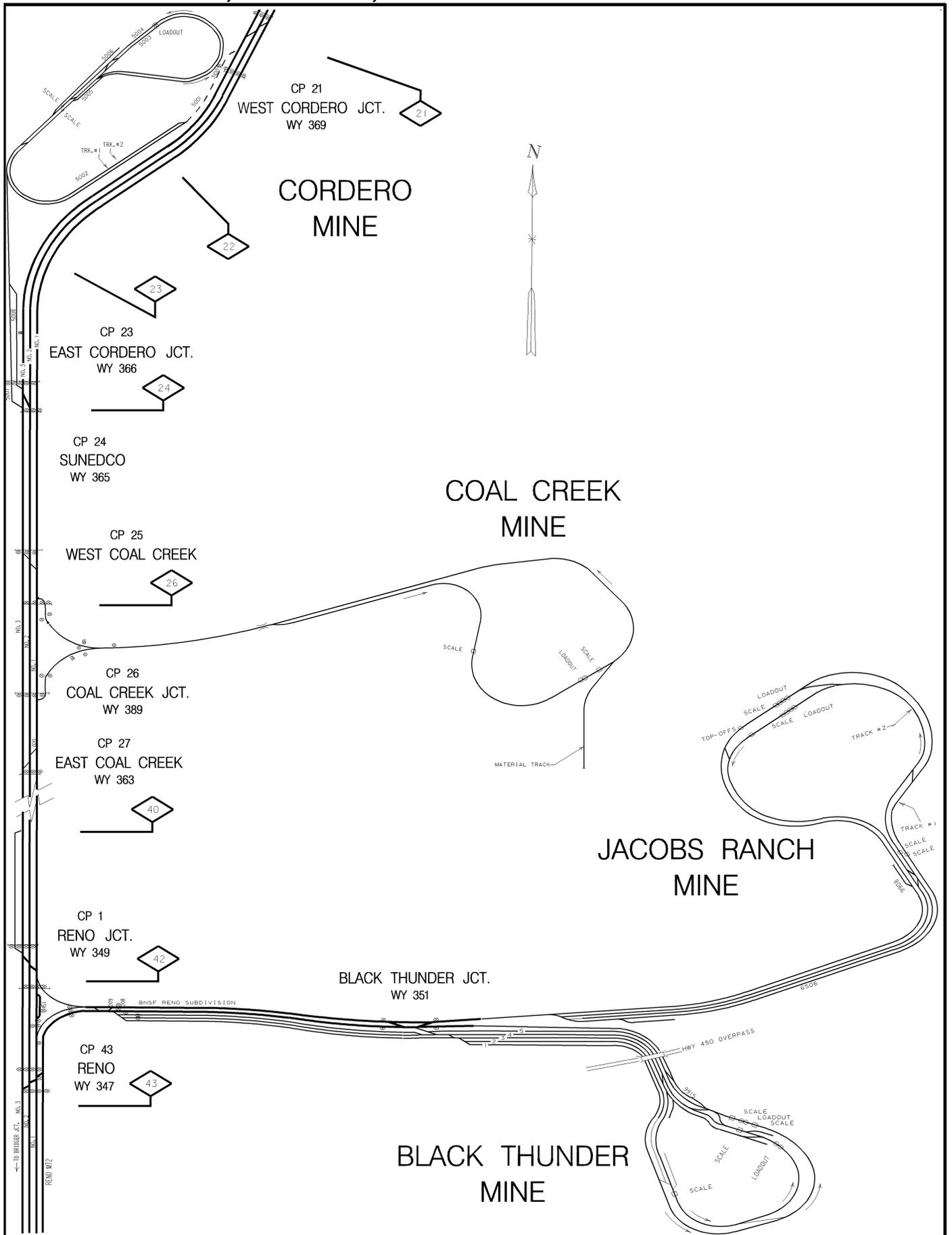
ANTELOPE COAL

Empties:

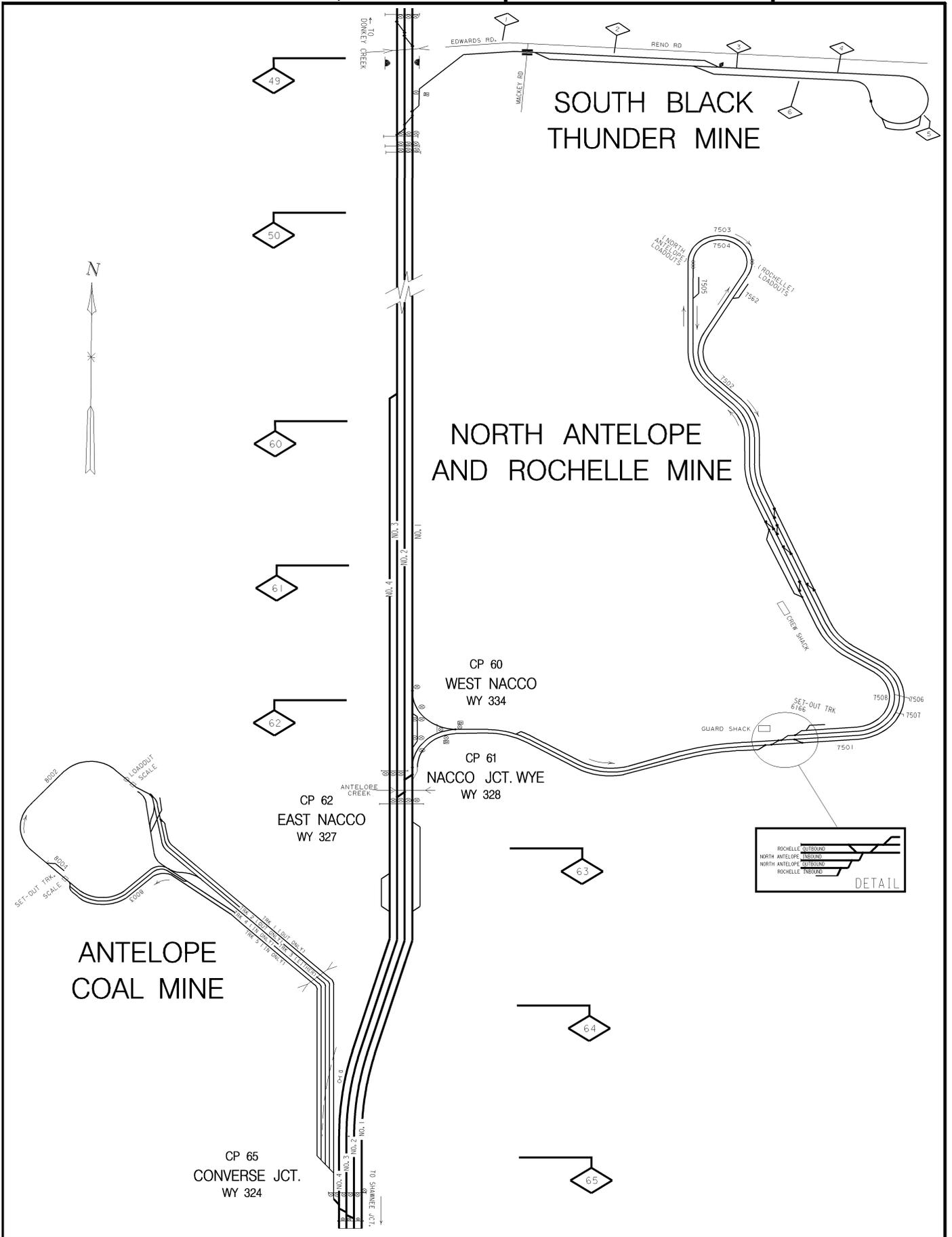
All Locations: all lead locomotives.

Loads:

All Locations: all lead locomotives.



South Black Thunder, North Antelope - Rochelle & Antelope Mines



JULESBURG SUBDIVISION (0717)

| | | 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)..... | | | | | | | |
| 0.2 and 2.0..... | | | | 50 | | | |
| 2.0 and 43.6..... | | | | 20 | | | |
| 43.6 and 56.1..... | | | | 40 | | | |
| 56.1 and 59.1..... | | | | 25 | | | |
| | | | | 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. | | | | | | | |

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

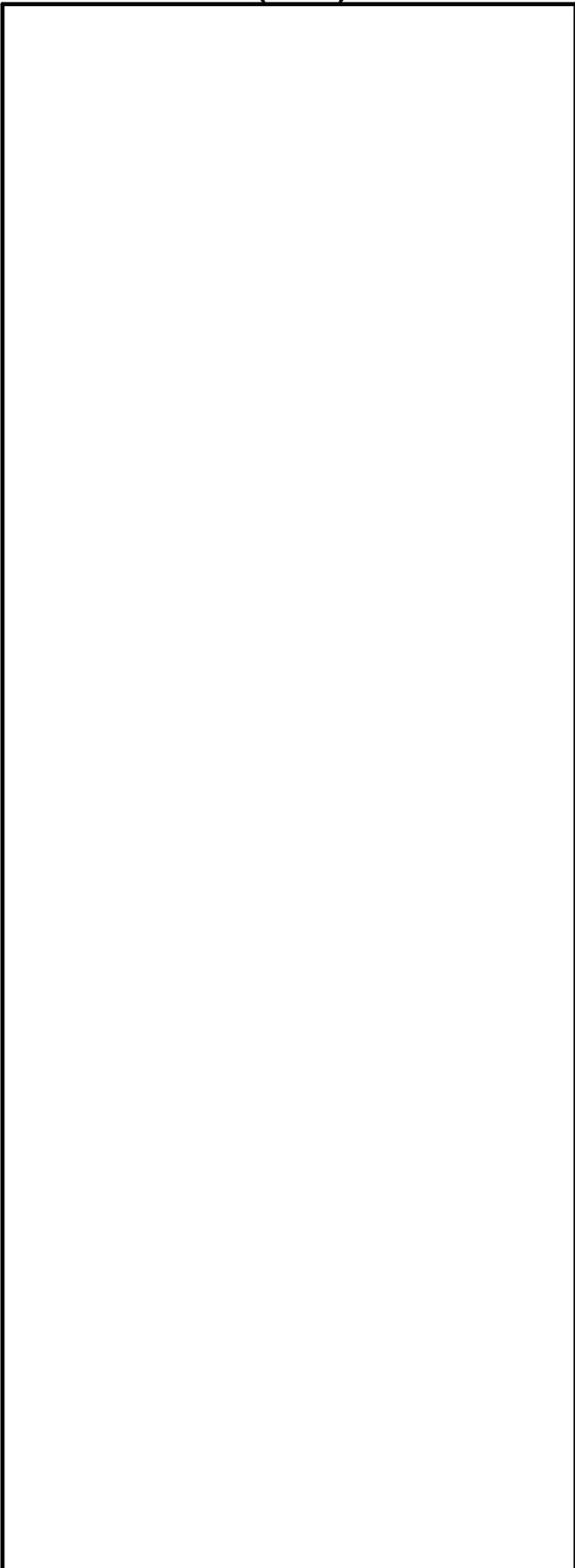
YODER SUBDIVISION (0238)

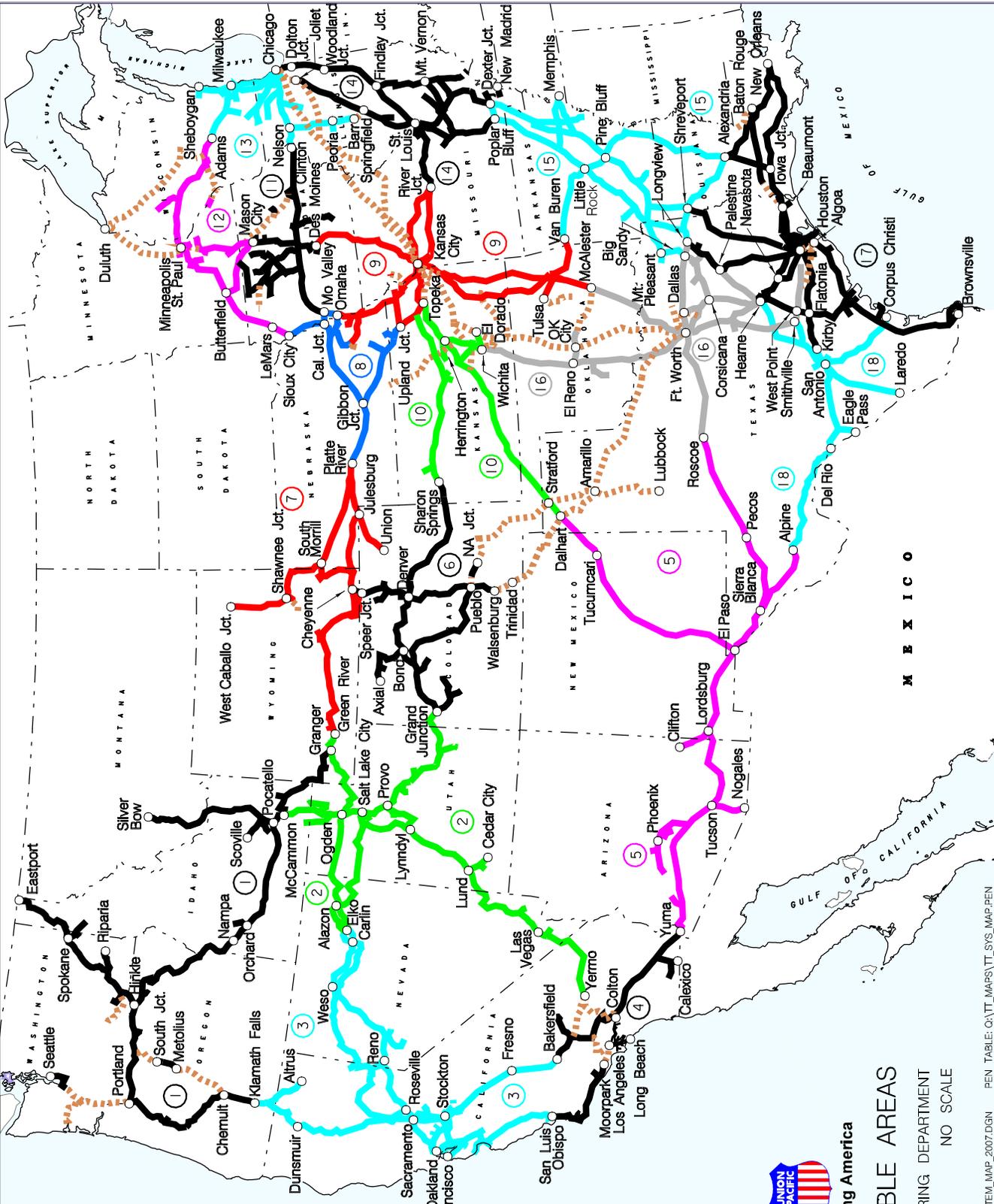
| | | Radio Display: | | | | | | |
|--|--------------|---|--------|----------------------|--------|----------|-------------|--|
| | | CP W166 to MP 168.3 - 4242 (*52) MP 168.3 to Egbert - 7979 (*52) | | | | | | |
| Mile Post | Track Layout | Rule 6.3 | CP #'s | WEST STATIONS | EAST | Sta. #'s | Siding 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 | | | | 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)

| | | 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. | | | | | | | |





LEGEND

| | |
|-----|-------------------|
| 1. | PORTLAND |
| 2. | SALT LAKE |
| 3. | ROSEVILLE |
| 4. | LOS ANGELES |
| 5. | SUNSET |
| 6. | DENVER |
| 7. | NORTH PLATTE |
| 8. | COUNCIL BLUFFS |
| 9. | KANSAS CITY |
| 10. | SALINA |
| 11. | IOWA |
| 12. | TWIN CITIES |
| 13. | CHICAGO |
| 14. | ST. LOUIS |
| 15. | NORTH LITTLE ROCK |
| 16. | DALLAS/FT. WORTH |
| 17. | HOUSTON |
| 18. | SAN ANTONIO |
| --- | TRACKAGE RIGHTS |



Building America

TIME TABLE AREAS

THE ENGINEERING DEPARTMENT
OMAHA, NE NO SCALE

Continental Time Conversion Chart

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