BNSF Railway Safety Vision

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

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded...

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

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

This version contains the following updated, deleted or added pages:

October 18, 2016: 9, 58, 75, 90, 96.
November 1, 2016: 26, 27, 49, 66, 67, 69.
December 7, 2016: 28, 32, 33, 56, 62, 70, 72, 88, 100.
December 20, 2016: Title Page, 50, 84.

Powder River Division

Timetable No. 1

In Effect at 0700
Mountain Continental Time
October 5, 2016
(Including updates through
December 20, 2016)

Division General Manager
Leif Smith
Denver, CO
[redacted]

General Director Transportation
Jon Gabriel
Denver, CO
[redacted]

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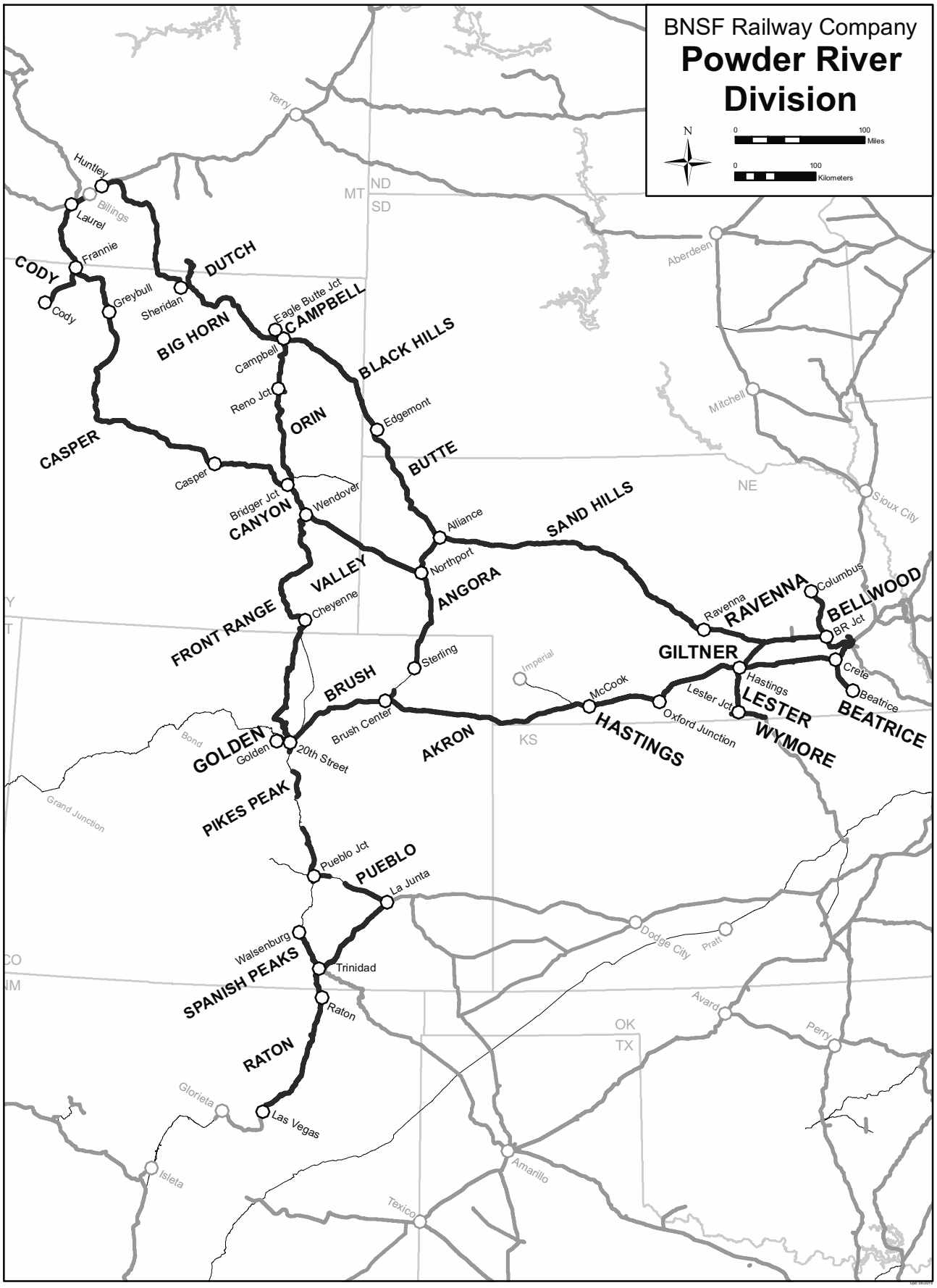
BNSF Railway Company
Powder River Division
N
0
100
Miles
0
100
Kilometers
Terry
Huntley
Billings
Laurel
Frannie
Cody
Greybull
Sheridan
Eagle Butte Jct
Campbell
Reno Jct
Edgemont
Casper
Bridger Jct
Wendover
Alliance
Northport
Cheyenne
Sterling
Imperial
McCook
Lester Jct
Oxford Junction
Hastings
Ravenna
Columbus
BR Jct
Crete
Beatrice
Golden
20th Street
Brush Center
Pueblo Jct
La Junta
Walsenburg
Trinidad
Raton
Las Vegas
Glorieta
Isleta
Texico
Amarillo
Dodge City
Pratt
Avard
Perry
Aberdeen
Mitchell
Sioux City
Grand Junction
Bond
MT
ND
SD
NE
KS
OK
TX
CO
NM
CODY
DUTCH
BIG HORN
CAMPBELL
BLACK HILLS
ORIN
CASPER
BUTTE
CANYON
VALLEY
FRONT RANGE
SAND HILLS
ANGORA
RAVENNA
BELLWOOD
GILTNER
BRUSH
LESTER
BEATRICE
WYMORE
HASTINGS
AKRON
GOLDEN
PIKES PEAK
PUEBLO
SPANISH PEAKS
RATON

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Division Managers

Alliance

A.J. Alexander	Road Foreman of Engines	308-763-2255
M.A. Baldwin	Shop Supt II	308-763-2251
J.B. Bates	Terminal Superintendent	308-763-2224
K.W. Bohlman	Trainmaster	308-763-2517
W.W. Boness	Road Foreman of Engines	308-763-2289
M.C. Boyer	Division Engineer	308-763-2386
A.L. Bransiter	Gen Foreman Locomotive	308-763-2358
C. Childers	Asst General Foreman	308-763-2542
E.J. Eide	Gen Foreman II Car	308-763-2296
P.M. Ensinger	Asst Roadmaster	308-763-2883
K.A. Eversull	Gen Foreman Locomotive I	308-763-2385
B.T. Ferguson	Spvr Eng Support/Track	308-763-2306
J.R. Garcia	Engineering Admin	308-763-2348
C.J. Green	Gen Foreman Locomotive	308-763-2358
P.J. Hartman	Division Trainmaster	308-763-2258
W.R. Hartwig	Roadmaster	308-763-2203
D.D. Hernandez	Spvr Eng Support/Signal	308-763-2506
C.M. Hill	ADMP	308-763-6946
S.F. Holly	Asst General Foreman	308-763-2561
L.J. Horton	Trainmaster	308-763-2517
D.L. Johnson	Sr. Trainmaster	308-763-2681
T. L. Lake	Structures Supervisor	308-763-2238
J. Ilaoa	Trainmaster	308-763-2517
L.L. Lower	Terminal Manager	308-763-2253
S.A. Merritt	Trainmaster	308-763-2517
D.W. Miller	Gen Foreman	308-763-2454
R. Mills	Trainmaster	308-763-2517
A.T. Moore	Trainmaster	308-763-2517
J.W. Ow	Gen Foreman III	308-763-2895
B.S. Petty	Trainmaster/Road Foreman	308-763-2729
S. Powers	Roadmaster	308-763-2377
B. Roberts	Trainmaster	308-763-2517
T.L Robinson	Signal Supervisor	308-763-2627
C.M. Schilreff	Gen Foreman Locomotive II	308-763-2323
L.J. Snyder	Terminal Manager	308-763-2989
D. Steinmetz	Trainmaster	308-763-2517
J.J. Stevens	Superintendent of Operations	308-763-2848
S.L. Taylor	Roadmaster	308-763-2362
J.D. Tessman	Trainmaster	308-763-2517
K.L. Willey	Division Trainmaster	308-763-2658

Amarillo

J. S. Brandon	Road Foreman of Engines	806-379-3378
H. L. Kolher	Division Trainmaster	806-379-3321
T. N. Thomas	Division Engineer	620-223-7510
W. Sneed	Roadmaster	806-379-3428
B. S. Weaver	Signal Supervisor	940-257-4651

Billings

D. Brouwer	Spvr Engineering Support	206-625-6545
M.P. Flanagan	Signals Supervisor	406-256-4150
K.M. Samples	Division Engineer	406-256-4019
A.W. Stansberry	Signals Supervisor	406-256-4161
S. Whitaker	Signals Supervisor	817-602-3867

Broken Bow

E.J. Abeyta	Roadmaster	308-872-3501
W.D. Kreutzer	Signals Supervisor	308-872-3504
L.D. Kulhanek	Asst Roadmaster	308-872-3502

Brush

C.W. Kirbie	Division Trainmaster	720-557-2804
B.L. Floro	Road Foreman	303-480-6217
A.C. Sintas	Roadmaster	719-845-4145

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Casper

R.L Graves	Sr Trainmaster	307-473-5221
A. Kolden	Division Trainmaster	303-480-6528

Cheyenne

R. Cantrell	Roadmaster	307-432-7363
S.J. Petersen	Spvr Engineering Support	307-432-7346
R.K. Philps	Division Trainmaster	307-432-7321

Denver

J.S. Adams	Terminal Trainmaster	303-480-6457
A. Breden	Spvr Engineering Support	303-480-6547
P. Brown	Terminal Trainmaster	303-480-6457
R.L. Busboom	Terminal Manager	303-480-6447
M.A. Carpenter	Division Engineer	303-480-6393
J.H. Chapman	Terminal Trainmaster	303-480-6457
R.L. Cisneros	General Foreman II	303-480-6349
R. W. Coon	Asst General Foreman	303-480-6346
M.R. Davis	Terminal Trainmaster	303-480-6457
D. Dunn	Asst Roadmaster	303-480-6367
L.A. Esquivel	Supt Field Ops Mechanical	303-480-6340
M.V. Feighner	ADMP	303-480-7416
E.O. Ferguson	Mgr Structures	303-480-7467
L.J. Ferguson	Engineering Admin	303-480-6454
J.B. Hein	Terminal Manager	303-480-6447
C.A. Henrichs	Spvr Engineering Support	682-402-6820
L. Johnson	Terminal Superintendent	303-480-6224
R.L. Larson	Terminal Trainmaster	303-480-6457
C.W. Love	Terminal Trainmaster	303-480-6457
D.A. Martinez	Sr Trainmaster	303-480-6265
J.P. Obrien	Structures Supervisor	303-480-7469
N.R. Oconnell	Road Foreman of Engines	303-480-6222
N.W. Payton	Mgr of Field Training	303-480-6295
M.W Paz	Roadmaster	303-480-6413
E.E. Percival	Supt of Operating Practices	303-480-6211
S.R. Premo	Signal Supervisor	303-480-6339
L.M. Preston	Superintendent of Operations	303-480-6528
Shane Robinson	Mgr. PTC Field Operations	
M. Skaar	Asst Roadmaster	303-418-6415
L.J. Smith	Transportation Admin	303-480-6270
K. Thongpiou	Terminal Trainmaster	303-480-6457
B. Williams	Asst. Terminal Superintendent	303-480-6224
J.C. Wobbrock	Terminal Trainmaster	303-480-6457
J.R. Young	Terminal Trainmaster	303-480-6457

Douglas

S. Amador	Asst Roadmaster	307-358-7224
D.B. Hyatt	Roadmaster	307-358-7212
C.E. McCoy	Roadmaster	307-358-7225
M. Velasquez	Signal Supervisor	307-358-1960

Edgemont

J. Korecky	Division Trainmaster	605-662-2320
S.A. Sowers	Road Foreman of Engines	605-662-2346

Gillette

C.L. Abbott	Road Foreman of Engines	307-299-7416
C. Allison	Terminal Trainmaster	307-685-7720
J.M. Bainter	Division Engineer	307-685-7508
D.S. Boltin	Director of Administration	307-685-7460
T.A. Brewer	Road Foreman of Engines	307-685-7654
M. Craney	Division Trainmaster	307-673-2258
T.A. Erickson	Supt of Operating Practices	307-685-7617
D.L. Gibbs	Terminal Trainmaster	307-685-7720
D.J. Goodman	Terminal Trainmaster	307-685-7720
J.J. Green	Terminal Trainmaster	307-685-7720
C. Haeffner	Terminal Trainmaster	307-685-7720
C.J. Hansen	Sr. Trainmaster	307-685-7689
L. (Butch) Hoyle	Roadmaster	307-685-7482
D.A. Hughes	Manager of Safety	307-685-7530
D.A. Johnson	Spvr. Eng Support/Signal	785-435-2100
A.D. Mayer	Terminal Trainmaster	307-685-7720
A.L. Miller	Gen Dir of Line Maintanance	307-685-7607
S.R. Mobley	Superintendent of Operations	307-685-7620
J.M. Moore	Manager of Signals	307-680-9907
V. Muller	Terminal Trainmaster	307-685-7720
R.D. Nabors	Spvr. Eng Support/Track	307-685-7478
T. Reddington	Terminal Trainmaster	307-685-7720
S. Richards	Terminal Trainmaster	307-685-7720
J.M. Roesser	Terminal Trainmaster	307-685-7720
C.M. Romero	General Foremen Car	307-696-9479
M.S. Spurlock	Signal Supervisor	307-685-7463
J. Stanley	Terminal Trainmaster	307-685-7720
K. Steinke	Division Trainmaster	307-685-7608
R.E. Tooley	Signal Supervisor	307-685-7496

Grand Junction

R.J. Mason	Sr Trainmaster	303-480-7418

Greybull

J. Munis	Roadmaster	307-765-4235
A.J. Toland	Division Trainmaster	307-765-4255

Guernsey

J.P. Fletcher	Terminal Trainmaster	307-836-5305
S.A. Forsyth	Road Foreman of Engines	307-836-5255
T.R. Grubbs	Terminal Trainmaster	307-836-5305
K.J. Lynn	Terminal Trainmaster	307-836-5305
D. Mendoza	Terminal Manager	307-836-5200
R.C. Rojas	Terminal Trainmaster	307-836-5305
M.E. Shropshire	Roadmaster	307-836-5299

Hastings

S.R. Brown	Road Foreman of Engines	402-460-2300
J. Cowper	Roadmaster	402-460-2316
C.D. Thurman	Division Trainmaster	402-460-2300

La Junta

R.F. Akers	Roadmaster	719-384-3823
R. Nelson	Division Trainmaster	719-384-3702

McCook

R.G. Chmiel	Signals Supervisor	308-345-5930
J. Crouch	Division Trainmaster	308-345-5956
E. Smith	Roadmaster	308-345-5972

Newcastle

C.E. Oleson	Roadmaster	307-685-7508
W.S. Nairin	Asst Roadmaster	817-867-7863
K.L. Wolf	Signals Supervisor	307-941-0053

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Pueblo

C.M. Conner	Division Trainmaster	719-549-3560
M.S. Cook	Superintendent of Operations	719-549-3524
E.D. Marty	Road Foreman of Engines	303-480-7913
J.D. Paquette	Spvr Structures	719-549-3553
S.D. Phillips	Roadmaster	719-549-3528
M.A. Scheffert	Sr Trainmaster	719-549-3522
D.R. Thompson	Signal Supervisor	719-549-3534
A. Wassenberg	Terminal Trainmaster	719-367-1312
K.C. Watson	Spvr Engineering Support	719-549-3510

Ravenna

E.J. Abeyta	Roadmaster	308-872-3501
D.R. Compton	Sr Trainmaster	402-458-5402
W.M. Encinger	Road Foreman of Engines	308-452-2600
A.J. Putnam	Terminal Trainmaster	308-452-2600
D.A. Romero	Division Trainmaster	308-694-7400
A.L. Seda	Division Trainmaster	308-452-2600

Scottsbluff

B. Mulhern	Roadmaster	308-630-6946

Sheridan

W.C. Badenhoop	Division Trainmaster	307-673-2258
R.A. Meyers	Roadmaster	307-673-2235
B.J. Stewart	Road Foreman	307-673-2255
F.J. Stockwell	Structures Supervisor	406-359-4218

Sterling

C.W. Kirbie	Division Trainmaster	720-557-2804
S.V. Roberts	Road Foreman of Engines	970-520-4747

Trinidad

R. Curry	Division Trainmaster	806-220-5965
G.R. Peterson	Road Foreman	719-845-4122

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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Akron Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
Adjoining Sub: Hastings Subdivision Boundary: Hastings, MP 289.0 / Akron, MP 289.0									
			289.0	CP 2890		CTC	2	11.0	
	6,584	20735	300.0	CULBERTSON Adj. RR: NKCR, MP 299.8	J			8.5	
	7,022	20745	308.5	TRENTON				11.9	
	6,650	20757	320.4	STRATTON				10.3	
	6,779	20767	330.7	MAX				8.4	
	7,270	20775	339.1	BENKELMAN				10.4	
	7,017	20785	349.5	PARKS				11.6	
	6,716	20797	361.1	HAIGLER				15.9	
	9,140	20813	377.0	WRAY				8.6	
	6,426	20821	385.6	ROBB				6.6	
	7,101	20828	392.2	ECKLEY				13.3	
	6,716	20841	405.5	YUMA				8.5	
	6,658	20850	414.0	CALHOUN				9.0	
	6,674	20859	423.0	PLATNER				7.8	
	8,231	20867	430.8	AKRON				13.5	
	5,718	20880	444.3	PINNEO				8.9	
			453.2	EAST BRUSH	JT			164.2	
Adjoining Sub: Brush Subdivision Boundary: Akron, MP 453.2 / Brush, MP 453.2									

Mountain Continental Time in effect on Akron Subdivision

Radio Call-In		
Radio Channel 070 in service CP 2890 to West Pinneo		
Culbertson - 21(X)	Benkelman - 22(X)	Wray - 23(X)
Yuma - 24(X)	Akron - 25(X)	
Radio Channel 066 in service West Pinneo to East Brush		
Brush - 26(X)		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information
CP 2890 to West Pinneo—817-867-7046, Fax 817-352-7046
West Pinneo to East Brush—817-867-7087, Fax 817-352-7028

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Psgr	Frt	
		Under 100 TOB	100 TOB & Over
MP 289.0 to MP 453.2	79	60	45

Temperature Restrictions
Contact the train dispatcher if in doubt of the temperature. Notify the train dispatcher when the train is restricted.

MP 289.0 to MP 453.2, 95 degrees F & over	65	50	40

1(B). Speed—Permanent Restrictions

	Psgr	Frt
MP 430.6 to MP 431.5	50	40
MP 431.5 to MP 434.0	60	50

1(C). Speed—Sidings and Main Track Switches and Turnouts
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed siding turnout speed unless otherwise indicated.

	Psgr	Frt	
		Under 100 TOB	100 TOB & Over
MP 300.0, Culbertson, siding turnouts	30	30	25
MP 308.5, Trenton, siding turnouts	30	30	25
MP 320.4, Stratton, siding, HER	10	10	10
MP 320.4, Stratton, siding turnouts	30	30	25
MP 330.7, Max, siding turnouts	30	30	25
MP 339.1, Benkelman, siding turnouts	30	30	25
MP 349.5, Parks, siding turnouts	30	30	25
MP 361.1, Haigler, siding turnouts	30	30	25
MP 377.1, Wray, siding turnouts	30	30	25
MP 385.6, Robb, siding turnouts	30	30	25
MP 392.2, Eckley, siding turnouts	30	30	25
MP 405.5, Yuma, siding turnouts	30	30	25
MP 414.0, Calhoun, siding turnouts	30	30	25
MP 423.0, Platner, siding turnouts	30	30	25
MP 430.8, Akron, siding turnouts	30	30	25
MP 444.3, Pinneo, siding, HER	10	10	10
MP 444.3, Pinneo, siding turnouts	30	30	25

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car:
CP 2890 to East Brush..... 143 tons, Restriction A

3. Type of Operation

Main Track

MP 289.0 to MP 453.2	CTC

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect
- Positive Train Control (PTC)
- Hy-Rail Limits Compliance System (HLCS)

GCOR 2.12, Fixed Signal Information—Supplemental instructions: On the Akron subdivision, when a train is passing an approach signal (Rule 9.1.8) a crew member must transmit the following by radio:
- Train identification (initials, engine number and direction)
- Signal Name or location
- Track (on single track, main track designation is not necessary)
- Speed

Example of transmission:
"BNSF 9373 West approach signal Yuma at 35 MPH".

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

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GCOR/MWOR 6.19, Flag Protection—When flagging is required, distance will be 2.0 miles.

GCOR 15.1, Track Bulletins—Eastward Amtrak crews (NRPC) going on duty at Denver and Westward Amtrak crews (NRPC) going on duty at Lincoln must obtain a General Track Bulletin showing track bulletins in effect on the Brush, Akron and Hastings Subdivisions.

5. Trackside Warning Devices (TWD)

MP	Device	Recall Code	Notes
Type B. Locations			
312.0		218	
327.0		227	
343.8		228	
368.7		238	
379.9		247	
400.4		248	
426.6		258	
450.5		257	

6. FRA Excepted Track—None

7. Special Conditions

Monfort—Locomotives not permitted through dumper or over scale.

Yuma—When arriving at the ethanol facility from the west with unit grain trains, loads or empties, unlock and line switches for movement from the main track into the facility. When train is half way around the loop, stop and line switch for movement to the outside loop track. Stop short of the building to ensure that the doors on both sides of the building are fully raised before proceeding through the building. When train is clear of the main track and inside of the facility, line and lock switches in the normal position. If M&M personnel are on hand to take control of the train, turn the train over to them. If they are not there to assume control, tie down and secure the train. All outbound trains originating at Yuma will receive an Initial Terminal Air Brake Inspection. The crew is responsible for reporting the completion of the test via VTR.

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

Loaded unit coal and grain trains—are not permitted on the following sidings: Stratton, Haigler, and Pinneo.

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Culbertson	Frenchman Valley Co-op	1901	Building
	Kugler	1902	Building
		1903	Building
Trenton	Trenton Agri	2204	Structures
	Farmers Co-op	2201	Building
Stratton	Stratton Farmers Co-op	901	Building
Max	Helena	2301	Building
Benkelman	Elevator	2401	Dock and building
	Frenchman Valley Co-op	2402	Dock and building
	4 Circle Elevator	2403	Building
Parks	No Industry	2601	Building
Haigler	St Francis Mercantile	2701	Building
Wray	M&M Co-op	2902	Building
	Dock Track	2904	Dock
	Simplot	2907	Building
Eckley	M&M Co-op	3001	Building
Schram	Yuma County Grain	3201	Building, steep drop off
Yuma	M&M Co-op	3301	Buildings
		3304	Buildings
	ADM	3302	Building
	Bartlett	3303	Building
Otis	M&M and SITO	3501	Building
	Perry Brothers	3501	Building
Akron	M&M	3810	Building
	Golden Harvest	3808	Building
		3809	Building

Test Miles
MP 295.0 to MP 296.0
MP 425.0 to MP 426.0
MP 436.0 to MP 437.0

Flash Flood Critical Areas
MP 299.0 to MP 302.0
MP 330.0 to MP 340.0

8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
2	CP 2890 to E Brush	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
20729	Perry	293.2	3,000	Both
20802	Sanborn	366.2	600	East
20832	Monfort	397.0	4,000	Both
20834	Schramm	398.3	550	Both
20846	Hyde	410.4	600	East
20853	Otis	417.4	2,950	Both

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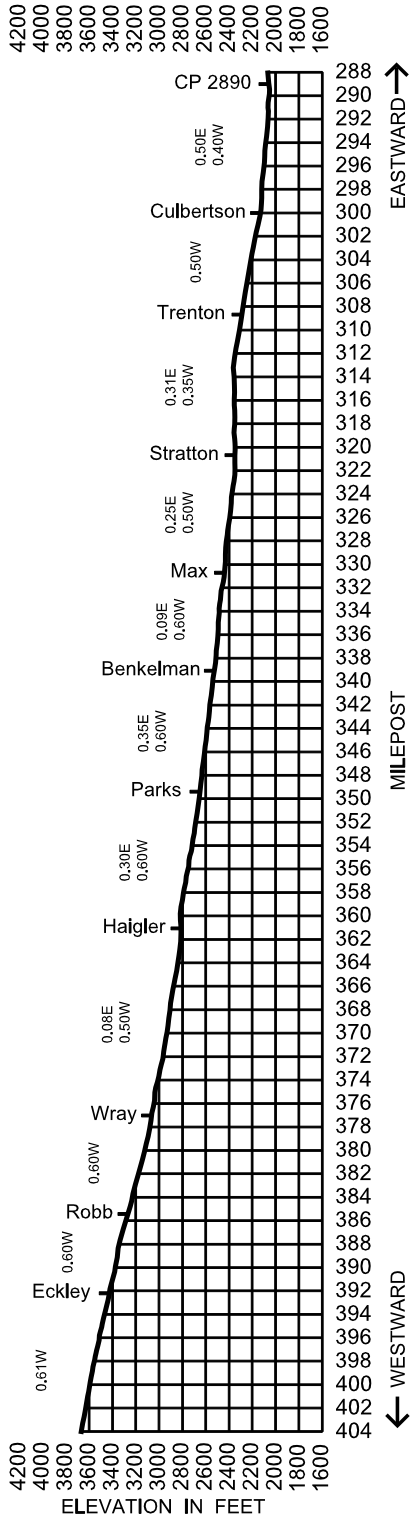
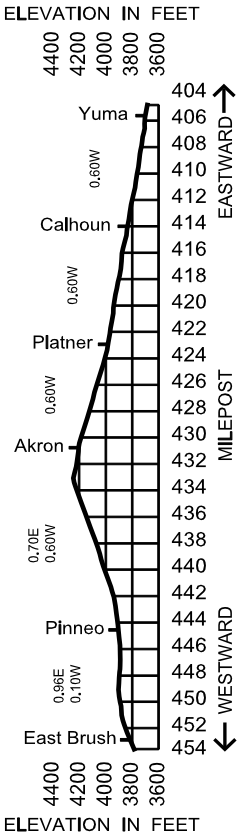
10. Grade Chart





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SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Angora Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTHWARD
Adjoining Sub: Butte Subdivision Boundary: Angora, MP 0.5 / Butte, MP 365.9 Information for Alliance Terminal is located in the Butte Sub Timetable									
			0.6	THIRD STREET Adj. Sub: Butte, MP 0.6	JX	CTC	21	0.6	
			0.9	SOUTH WYE	X			3.7	
End Sterling Main MP 0.9 GCOR/MWOR 6.28 Governs between MP 0.9 and MP 4.4									
			4.6	SOUTH ALLIANCE	X(2)	CTC 2 MT	21	2.3	
		32007	6.9	LETAN	X			5.1	
			12.0	MP 12.0	X			1.8	
		32014	13.8	BONNER		CTC		3.5	
			17.3	NORTH ANGORA		CTC 2 MT		3.8	
			21.1	MP 21.1	X(2)			6.4	
			27.5	MP 27.5	X(2)			6.3	
		32034	33.8	NORTHPORT Adj. Sub: Valley, MP 33.8	JT			0.6	
			34.4	UP CROSSING Adj. RR: UP, MP 34.4	JM	CTC		2.1	
7,117		84003	36.5	BRIDGEPORT				2.0	
			38.5	MP 38.5				5.7	
7,119		84011	44.2	MUDD SPRINGS				12.2	
7,118		84023	56.4	DALTON				5.9	
		84028	62.3	GURLEY				6.9	
8,314		84035	69.2	HUNTSMAN	TX			6.2	
		84042	75.4	SIDNEY				7.6	
7,116		84050	83.0	LORENZO				7.0	
8,855		84056	90.0	PEETZ				8.3	
7,105		84067	98.3	BUCHANAN				13.8	
			112.1	NORTH STERLING		RL		3.0	
		84081	115.1	STERLING	JRT			112.7	
Adjoining Sub: Brush Subdivision Boundary: Angora, MP 115.1 / Brush, MP 115.1 Information for Sterling is located in the Brush Sub Timetable									

Mountain Continental Time in effect on Angora Subdivision

Radio Call-In		
Radio Channel 070 in service at Alliance Yard		
Radio Channel 054 in service: Southward: S. Alliance to MP 107.0 Northward: Sterling to MP 12.0		
Alliance S - 70(X)	Bridgeport - 71(X)	Huntsman - 72(X)
Peetz - 73(X)		
UP DS Northport Channel 020 - Call-in *51		
Radio Channel 040 in service Bridgeport to Sterling for switching		
Radio Channel TX 091/RX 039 in service at Sterling Yard for switching - 63(X)		
Guernsey Yardmaster - 636		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information

Third Street to S. Wye—817-867-7078, Fax 817-352-7057
S. WYE to Sterling—817-867-7079, Fax 817-352-7060

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 0.3 to MP 0.9, Sterling Lead	20	20
MP 0.8 to MP 0.9, Sterling Main	20	20
MP 4.4 to MP 115.1	50	45
Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)		
MP 0.5 to MP 0.6, West lead	10	10
MP 0.3 to MP 0.9, West leg wye	10	10
MP 0.8 to MP 0.9, Tail track	10	10
MP 34.0 to MP 34.2, South leg wye	25	25
Northport, UP transfer track	10	10

Temperature Restrictions

Contact the train dispatcher if in doubt of the temperature. Notify the train dispatcher when the train is restricted.

MP 4.4 to MP 115.1, - 10 degrees F & under	45	30

1(B). Speed—Permanent Restrictions

	Frt
MP 24.4 to MP 30.2	45
MP 33.7 to MP 34.5	25
MP 34.5 to MP 36.7	35
MP 49.4 to MP 56.0	45
MP 74.0 to MP 75.0	40

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Frt Under 100 TOB	Frt 100 TOB & Over
MP 4.6. South Alliance, crossover turnouts	25	25
MP 6.9, Letan, crossover turnouts	35	35
MP 12.0, MP 12.0, crossover turnouts	35	35
MP 13.8, Bonner, turnout	35	35
MP 17.3, N Angora, turnout	35	35
MP 21.1, MP 21.1, crossover turnouts	40	40
MP 27.5, MP 27.5, crossover turnouts	45	45
MP 33.7, Northport, crossover turnouts	25	25
MP 33.8, Northport, turnout MT2 - Sterling Main	25	25
MP 34.4, UP Crossing, turnouts	25	25
MP 36.5, Bridgeport, siding turnouts	30	30
MP 38.5, MP 38.5, turnout	30	30
MP 44.2, Mudd Springs, siding turnouts	25	25
MP 56.4, Dalton, siding turnouts	25	25
MP 69.2, Huntsman, siding turnouts	25	25
MP 83.0, Lorenzo, siding turnouts	25	25
MP 90.0, Peetz, siding turnouts	25	25
MP 98.3, Buchanan, siding turnouts	35	35
MP 112.2, N Sterling, turnouts	25	25

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1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
MP 1.0 to MP 3.2, track 200	20	20
MP 3.2 to MP 4.6, NWD	20	20
MP 3.2 to MP 4.6, SWD, HER	20	20
Sterling, Coal 1 and Coal 2	20	20

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Third Street Alliance to Sterling ..... 143 tons, Restriction A

3. Type of Operation

Main Track

MP 0.3 to 0.9	CTC
MP 4.4 to MP 13.7	CTC, 2 MT
MP 13.7 to MP 17.4	CTC
MP 17.4 to MP 33.8	CTC, 2 MT
MP 33.9 to MP 112.3	CTC
MP 112.3 to MP 115.1	RL

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

West lead between EBCS and WBCS Emerson Street
West leg wye between South Wye and Third Street
Tail track between NBCS and SBCS South Wye
South leg wye between West Northport and UP Crossing
UP transfer between NBCS and EBCS UP Crossing

Interlockings

Milepost	Type	Notes
34.4	Manual	Controlling RR: UP

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

- Positive Train Control (PTC) MP 0.3 to MP 112.3
- Hy-Rail Limits Compliance System (HLCS)

GCOR/MWOR 6.19, Flag Protection—When flagging is required, distance will be 2.0 miles.

GCOR/MWOR 8.3, Main Track Switches—At Sterling, CO, the normal position of switches does not apply at the following Main Track switches:

- MP 113.75 Main to Coal 1
- MP 113.67 Main to Coal 2
- MP 57.2 UP Main to UP Pass (normal position for this switch is lined into the pass)

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

ABTH 102.12.1—When utilizing HelperLink equipped locomotives in Helper Service, after coupling to train to be assisted, the Road Engineer on the lead consist of the train will Arm the ETD on the Helper Locomotive with the assistance of the Helper Engineer. Once the ETD is armed, an Emergency Application is required utilizing the Emergency Switch on the Lead Locomotive as outlined in ABTH 102.13.5 and Helper Engineer verifies upon visual inspection that Helper Locomotive Brakes apply. After successful test and air is recovered on Helper Locomotive Consist, train may depart once brake release is verified by visual inspection. Operation of Helpers and Helper Link instructions for this Subdivision are found in the current General Notice.

Helping Stalled DP Trains—Stalled distributed power trains that must add helpers to the head end of the train under the direction of the Angora sub Operating Officer are to operate as outlined below.

ABTH Rules 102.12.3, 102.12.4, and 102.12.5 are amended only for this specific move to read:

ABTH Rule 102.12.3—Manned Helper Added to Head End of Train—When a manned helper is coupled on the head end of the train, the helper engineer will transfer control of the air brakes (and the throttle with MU cable) to the road engineer as follows:

1. Before opening angle cocks between the road locomotive and the manned helper, the engineer on the helper locomotive will:
   a. Communicate with the road engineer to determine the brake pipe reduction currently applied to the train.
   b. The helper engineer must make a reduction 2 psi more than the current reduction applied to the train.
   c. After brake pipe exhaust has ceased, cut out the automatic brake valve and place handle in the release position.
   d. Notify the engineer on the road locomotive of the amount of the brake pipe pressure reduction
   e. The independent brake valve must be left cut in on the helper locomotive. Place the independent brake valve handle in the release position and actuate to fully release the brakes on the helper locomotive consist.
2. The engineer on the road locomotive will:
   a. After opening the angle cocks between the helper and the road locomotive, increase brake pipe reduction to at least 20 psi and helper crew will observe that brakes apply on helper consist by visual inspection.
   b. When train is ready to depart, perform DP train check to check brake pipe continuity as brakes are released as per ABTH Rule 105.4 Also observe by visual inspection that brakes release on helper consist.

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ABTH Rule 102.12.4—Manned Helper Removed From Head End of Train—When a manned helper will be detached from the head end of the train do the following:

1. The engineer in control of the road locomotive will:
   a. Make not less than a 6 psi brake pipe reduction.
   b. Notify the helper engineer when ready to detach the manned helper after closing the angle cocks between the helper consist and the road locomotive and removing the MU cable.
2. The helper engineer will cut in the Automatic Brake Valve after the angle cocks are closed between the consists.
3. After the helper consist is detached, the Engineer on the road locomotive will increase the brake reduction on the train to not less than 15 psi before the train departs.

ABTH Rule 102.12.5—Operating Responsibilities with Manned Helper—When adding helpers to the head end of a DP train, the control of all locomotives coupled together must be transferred to the DP road locomotive engineer by plugging in the MU cable, whenever practicable. When more than one locomotive is attached to a train, the engineer of the DP road locomotive must control the train's air brakes. The engineer in the lead locomotive consist is in charge of train movement. The engineer in charge will communicate with and direct the engineer on the DP road locomotive as follows:

1. Identify speed restrictions and locations where a stop is to be made at least 2 miles in advance.
2. Communicate clearly the name or aspect of signals affecting the train's movement as soon as the signals become visible or audible.

Note: The helper engineer will be responsible to comply with whistle requirements and may utilize the ABV handle, even though cut out, to initiate an emergency application of the brakes should any emergency situation occur requiring this action. The speed limit for a train in this configuration must not exceed 20 MPH.

5. Trackside Warning Devices (TWD)

MP	Device	Recall Code	Notes
Type B. Locations			
4.6	DED		Exception reporting
8.7	DED		Exception reporting
12.0	DED		Exception reporting
16.0		708	Exception reporting
21.0	DED		Exception reporting
25.2	DED		Exception reporting
29.4	DED		Exception reporting
39.4		718	Exception reporting
46.8	DED		Exception reporting
52.5	DED		Exception reporting
57.8	DED		Exception reporting
61.5		717	Exception reporting
66.7	DED		Exception reporting
72.6	DED		Exception reporting
77.5	DED		Exception reporting
82.1	DED		Exception reporting
85.9		728	Exception reporting
104.5		727	Exception reporting

6. FRA Excepted Track—None

7. Special Conditions

Northport—Foreign line movements into UPRR Northport must contact the UPRR Dispatcher to receive instructions affecting movement before occupying UPRR trackage in accordance with GCOR 1.14. If unable to contact the UPRR Dispatcher be governed by BNSF Dispatcher instructions. BNSF crews operating on UPRR trackage at Northport are not required to have a UPRR Timetable or SSI in their possession. All movements over UPRR trackage at Northport by BNSF crews must be made at restricted speed regardless of signal indication unless otherwise restricted.

Trains received from UPRR at Northport have received a proper initial terminal air test by UPRR under run-through certified with the FRA.

When trains are delivered to the UPRR at Northport and are left unattended, hand brakes are to be applied on the 5 head cars and comply with ABTH 102.1.1 and ABTH 106.3. Close all cab doors and windows.

Interchange Trains From UPRR at Northport—Prior to accepting and departing Northport with UPRR trains, the outbound crew must make a safety appliance inspection of all locomotives including remote engines. Any issues qualifying as Federal defects must be reported to the UPRR and the BNSF Fort Worth Mechanical Desk and the crew is to be governed by their instructions.

Buchanan—Crews must contact the Angora Dispatcher before departing Buchanan for yarding instructions.

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

SSI—Switch Control/Monitoring Systems

- Turnouts Equipped with Two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derail):
  - MP 21.1
  - MP 27.5
  - Northport
  - MP 38.5
- ICS in effect:
  - MP 1.0, South Wye, crossover between Sterling Main and Tail Track
  - MP 21.1 *
  - MP 27.5 *
  - Northport *

* Denotes all crossover switches within Control Point are ICS.

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Angora	Back Track	2201	Elevator, buildings
Bridgeport	House Track	2405	Elevator, buildings
	Stateline Bean	2411	Buildings
	Ethanol Plant	2424	Buildings, loading area
Dalton	House Track	2601	Elevator, buildings
	Stub Track	2602	Elevator, buildings
Gurley	Elevator Track	2704	Elevator, fall protection poles
Huntsman	Elevator Track	2801	Elevator, fall protection poles
Sidney	Glover Group Track	2901	Buildings
Lorenzo	Elevator Track	3003	Elevator
Peetz	Elevator Track	3101	Elevator, buildings
MP 104.5	MT		Mechanical monitoring device
MP 112.1	MT		Mechanical monitoring device

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Close Track Centers

Location	Track Name	Track No.
Dalton	House Tracks	2601 - 2602

Test Miles

MP 3.0 to MP 4.0
MP 9.0 to MP 10.0
MP 23.0 to MP 24.0
MP 41.0 to MP 42.0
MP 64.0 to MP 65.0
MP 87.0 to MP 88.0
MP 103.0 to MP 104.0

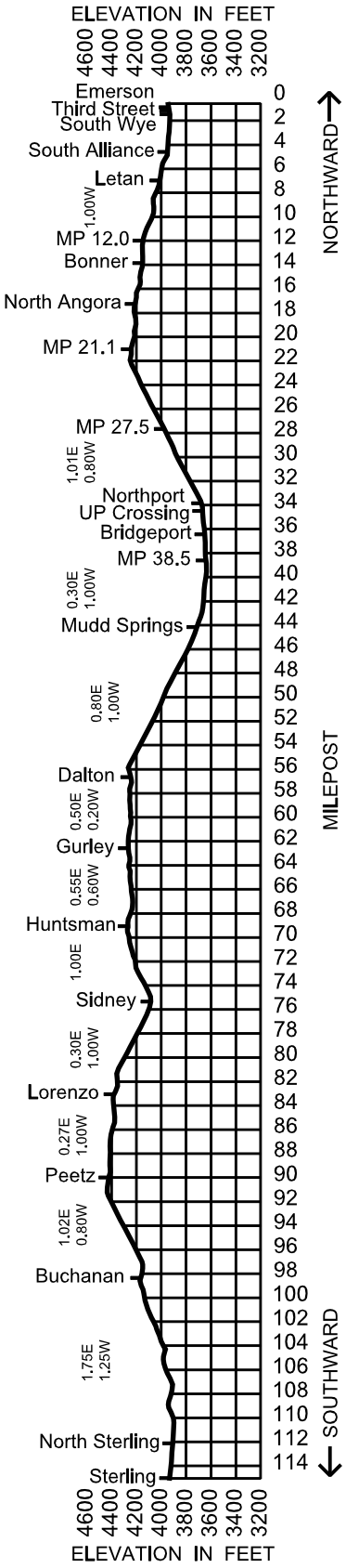
8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
21	Third St to Sterling	MP 0.3 to MP 115.1

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
32007	Letan Trk 2001 - MT2	6.7	300	North
32014	Bonner Trk 2197 - MT2	13.5	1,250	Both
32022	Angora Trk 2202 - MT1	21.0	2,600	North
32027	Vance Back Trk - 2301 - MT2	27.6	2,500	Both
32034	UP Conn Trks 104 & 105	34.3		Both
84003	Bridgeport Trk 2401	36.3	2,350	Both
84003	Bridgeport Trk 2402	36.3	2,200	Both
84003	Bridgeport Trk 2403	36.3	2,150	Both
84003	Bridgeport Trk 2404	36.3	2,800	Both
84003	Bridgeport Trk 2408	36.6	250	South
84003	Bridgeport Trk 2409	36.8	750	South
84003	Bridgeport Trk 2411	36.9	5,700	North
84023	Dalton Trk 2601	56.5	1,000	Both
84023	Dalton Trk 2602	56.7	1,100	South
84026	Gurley Trk 2701	62.8	2,900	Both
84026	Gurley Trk 2702	62.8	2,400	Both
84026	Gurley Trk 2703	62.8	2,400	Both
84026	Gurley Trk 2704	62.8	650	Both
84035	Huntsman Wye Trk to Sidney and Lowe RR - Trk 2802 & 2803	69.1		North
84042	Sidney Trk 2902	75.7	1,950	Both
84042	Sidney UP Conn Trk - 2905	75.1		South
84042	Sidney Trk 2901	75.7	2,850	Both
84050	Lorenzo Trk 3001	83.4	1,800	Both
	Padroni Trk 3301	103.8	1,750	North
84073	Ginther Trk 3401	106.2	600	South
84078	Ackerman Trk 3501	111.6	1,250	South

10. Grade Chart



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Beatrice Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
Adjoining Sub: Hastings Subdivision Boundary: Beatrice, MP 0.7 / Hastings, MP 80.5 Information for Crete is located in the Hastings sub timetable.									
		20516	0.7	CRETE	JR	RL	152	10.3	
		80810	11.0	WILBER		TWC		6.4	
		80817	17.4	DE WITT				7.2	
		80824	24.6	HOAG				10.2	
		80830	30.4	BEATRICE		6.28		29.7	
Subdivision Boundary: Beatrice, MP 27.0 / End MT Track between MP 27.0 and MP 30.4 is governed by GCOR/MWOR 6.28									

Central Continental Time in effect on Beatrice Subdivision

Radio Call-In
Radio Channel 054 in service Crete to Beatrice
Crete - 46(X)
Emergency - Call 911
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5

Dispatcher Information
817-867-7046, Fax 817-352-7046

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt	
	Under 100 TOB	100 TOB & Over
MP 0.7 to MP 27.0	10	10

System Special Instructions Item 1(A) applies MP 0.7 - MP 27.0.

Temperature Restriction

MP 3.0 to MP 30.4, 80 degrees F and over	No unit grain trains, loaded or unloaded, between 0900 and 2100 hours.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Sidings and Main Track Switches and Turnouts
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
MP 0.7 to MP 30.4..... 143 tons, Restriction D

Location	Track Name	Track No.
Six-axle locomotives or six-axle derricks 175 tons and over are not permitted on:		
Shestak	Elevator Track	
Hoag Koch		1010 - 1012
Hoag	Agrium Lead	

3. Type of Operation

Main Track

MP 0.7 to MP 6.0	RL
MP 6.0 to MP 27.0	TWC

4. Subdivision Specific Rules Information
GCOR 6.19—When flagging is required, the distance will be 1.5 miles.

GCOR 8.20—A derail is located at MP 30.4.

5. Trackside Warning Devices (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Beatrice—Crossing Protection: Crew members must stop and protect all movements over the crossings at MP 30.4 (Court Street) and MP 30.5 (Market Street) on the Industry Track. The Activation Circuit is located 30 feet from the crossing on the former Main Track (Court St.). Trains and engines operating over the former Main Track (Court St.) must not occupy the crossing until the warning device has been operating for at least 20 seconds, or movement over the crossing has been protected by a crew member.

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Crete	Bunge Milling	5010-5018	Building
	Crete Cold Storage	5029	Gate and fence
Dewitt	South Elevator	5352	Grain bins
Hoag	Farmland	1012	Elevator
	Agrium	1021	Dock and poles
		1022	Scale and poles
		1023 - 1024	Poles
Beatrice	SE Nebr. COOP	1103	Unloader
	Main Track	1199	Posts

Close Track Centers

Location	Track Name	Track Nos.
Crete	Yard	5001-5002
	Bunge Milling	5006-5015
Shestak	MP 4.8 to MP 5.1	9926 - Main Track
Beatrice	Southeast COOP	1101-1103

Flash Flood Critical Areas
MP 1.6 to MP 30.2

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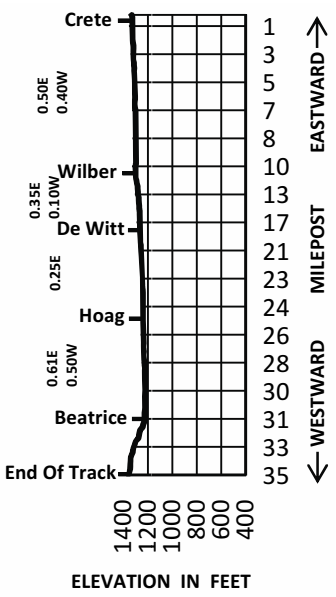
8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
152	Crete to Beatrice	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
	Crete South Yard	2.0	8,448	Both
	Farmland Foods	4.4	937	West
80840	Shestak	5.0	370	Both
80825	Agrium	24.9	1,493	West
80833	Beatrice Bio Diesel	29.1	5,193	East
	Beatrice Industrial Park	29.4	1,138	West

10. Grade Chart



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Bellwood Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
Adjoining Sub: Ravenna Subdivision Boundary: Bellwood, MP 24.0 / Ravenna, MP 27.7									
			24.0	BR JCT. Adj. Sub: Ravenna, MP 24.0	JT	CTC		0.8	
			24.8	CP 248				0.7	
		30029	25.5	SEWARD				6.4	
		83032	31.9	STAPLEHURST				6.9	
		83039	38.8	ULYSSES			147	8.0	
		83047	46.8	GARRISON		TWC		5.7	
		83053	52.5	DAVID CITY	S			8.8	
		83061	61.3	BELLWOOD				4.5	
		83071	65.8	COLUMBUS				41.7	
Subdivision Boundary: Bellwood, MP 65.8 / End MT									

Central Continental Time in effect on the Bellwood Subdivision

Radio Call-In	
Radio Channel 039 in service BR Jct. to Columbus	
Seward (Pleasant Dale) - 05(X)	David City - 06(X)
Emergency - Call 911	
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5	

Dispatcher Information
817-867-7083, Fax 817-352-7072

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 24.0 to MP 61.9	25	25
MP 61.9 to MP 65.8	40	40

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

MP 23.9 to MP 24.8, west leg wye	25	25

System Special Instructions, Item 1(A) applies on the entire Subdivision.

1(B). Speed—Permanent Restrictions

MP 25.5 to MP 26.2	10	10
MP 52.7, David City, NCRC RR crossing, HER	10	10

1(C). Speed—Sidings and Main Track Switches and Turnouts
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

MP 24.0, BR Jct, turnout	15	15
MP 24.8, CP 248, turnout MT to west leg wye	25	25
MP 28.9, CP 289, turnout	25	25

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through other than main track turnouts unless otherwise indicated.

	Frt Under 100 TOB	Frt 100 TOB & Over
MP 65.8 to MP 66.5	20	20
ADM Columbus Yard, loop tracks F, G, and H	5	5

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Seward to Columbus ..... 143 tons, Restriction D

3. Type of Operation

Main Track

MP 24.0 to MP 24.8	CTC
MP 24.8 to MP 65.8	TWC

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

MP 23.9 (CP 289, Adj sub: Ravenna) to MP 24.8 on West Leg Wye

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect
- Hy-Rail Limits Compliance System (HLCS)

GCOR 6.19—When flagging is required, distance will be 1.5 miles.

5. Trackside Warning Devices (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Seward—Trains must not occupy the Highway 34 crossing at MP 26.0 until the crossing lights warning highway traffic have been operating for 20 seconds or until the movement is protected by a crew member.

Columbus—a switch point derail is located 100 feet west of the station sign, at the entrance to the ADM facility. The derail is equipped with a private lock and is to be applied and removed by ADM employees only.

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Seward	Dock Track	1202	Loading dock
	Business Track	9910	Building
	Hughes Bros. Track 10	1206	Building
Staplehurst	Elevator Stub	3901	Building
Ulysses	House Track	4082	Building
Garrison	House Track	3951	Building
	Elevator Track	3952	Building
David City	Butler Siding	3965	Building
	Elevator Track	9903	Building
Bellwood	Elevator Track	3981	Building
	Fertilizer Stub	3983	Building

Close Track Centers

Location	Track Name	Track Nos.
Seward	Hughes Brothers	1201-1299, 9909-9910
Bellwood	Elevator Track	3981-3982

Flash Flood Critical Areas
MP 26.0 to MP 47.0

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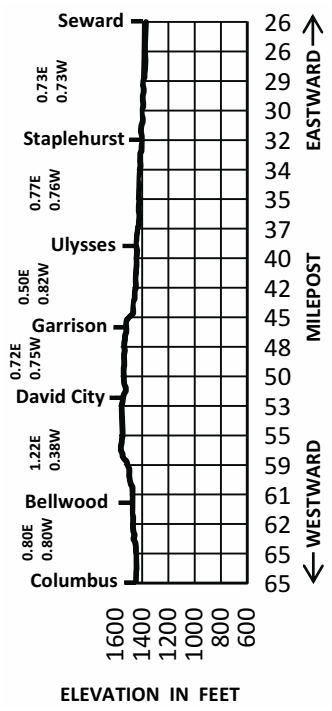
8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
147	Br Jct to Columbus	24.0 to 66.6

9. Other Location Information

Name	Mile Post	Capacity in Feet	Switch Opens
Hughes Brothers	25.5	200	West
Butler Interchange Track	54.2	2,195	Both

10. Grade Chart



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Big Horn Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
Adjoining Sub: Black Hills Subdivision Boundary: Big Horn, MP 599.9 / Black Hills, MP 599.9									
		30596	599.9	W GILLETTE	BT	CTC	4	6.5	
	8,976	30605	606.4	ORIVA				15.0	
	12,690	30620	621.4	ECHETA				9.8	
	13,217	30630	631.2	LARIAT				16.8	
	12,672	30647	648.0	KENDRICK				12.5	
	11,168	30659	660.5	CLEARMONT				11.3	
	12,734	30670	671.8	ULM				14.7	
	12,556	30689	686.5	EAST DUTCH				2.6	
		30689	689.1	DUTCH CENTER Adj. Sub: Dutch, MP 689.1	JTX(2)			1.3	
		30689	690.8	WEST DUTCH Adj. Sub: Dutch, MP 690.8	JT			8.2	
	6,343	30697	698.6	SHERIDAN	BT			6.2	
		30705	704.8	KIEWIT				10.1	
	14,176	30713	714.9	RANCHESTER				9.2	
	6,834	30723	724.1	PARKMAN				6.9	
	7,109	30730	731.0	ABERDEEN				19.2	
	7,425	30749	750.2	LODGE GRASS				9.9	
	7,343	30759	760.1	BENTEEN				14.9	
	7,031	30775	775.0	DUNMORE				17.7	
	7,250	30791	792.7	ROWLEY				21.2	
	8,115	30812	813.9	ANITA				11.2	
		30825	825.1	MORAN JCT Adj. Sub: Forsyth, Montana Div.	J			4.2	
		30829	829.3	HUNTLEY	J			229.6	
Adjoining RR: MRL Subdivision Boundary: Big Horn, MP 829.3 / MRL, MP 213.4									

Mountain Continental Time in effect on Big Horn Subdivision

Radio Call-In		
Radio Channel 054 in service W. Gillette to W. Sheridan		
Oriva - 76(X)	Echeta - 75(X)	Kendrick - 74(X)
Clearmont - 73(X)	Ulm - 72(X)	Dutch - 71(X)
Radio Channel 070 in service at Sheridan Yard		
Sheridan Controlling DS - 68(X) Adjacent DS - 69(X)		
Radio Channel 066 in service W. Sheridan to Huntley		
Parkman - Controlling DS - 64(X) Adjacent DS - 650	Lodge Grass - 63(X)	Benteen - 62(X)
Hardin - 61(X)	Anita - 58(X)	Jones Jct - 59(X) Sheridan DS
Jones Jct - 31(X) Forsyth DS		
MRL Channel 1 (AAR 15) when operating on the MRL		
Jones Jct. 15 - 59(X) BNSF DS	Huntley 15 - 32 MRL DS	Laurel 15 - 35 MRL DS
Radio Channel 19 in service on MRL at Laurel Yard/Mechanical		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		

Dispatcher Information
817-867-7066, Fax 817-352-7061

1. Speed Regulations

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

1(A). Speed—Maximum

	Frt	
Main Track	**Under 100 TOB**	**100 TOB & Over**
MP 599.9 to MP 829.3	60	45
Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)		
MP 0.1 Moran Jct to MP 1.5 Jones Jct, loop track	25	25

Temperature Restrictions
Contact the train dispatcher if in doubt of the temperature.
Notify the train dispatcher when the train is restricted.

MP 599.9 to MP 813.7, - 10 degrees F & under	45	30
MP 620.0 to MP 638.2, 90 degrees F & over	40	40
MP 651.3 to MP 667.0, 90 degrees F & over	40	40
MP 676.2 to MP 696.6, 90 degrees F & over	40	40
MP 730.7 to MP 776.0, 90 degrees F & over	40	40
MP 792.7 to MP 829.0, 90 degrees F & over	40	40

1(B). Speed—Permanent Restrictions

	Frt
MP 599.9 to MP 615.1	45
MP 615.1 to MP 615.4	40
MP 615.4 to MP 620.0	45
MP 622.5 to MP 623.0	50
MP 638.2 to MP 642.7	45
MP 642.7 to MP 651.3	40
MP 662.3 to MP 663.0	50
MP 667.0 to MP 676.2	40
MP 676.2 to MP 696.6	50
MP 696.6 to MP 698.6	25
MP 698.6 to MP 709.0	45
MP 730.1 to MP 730.7	45
MP 829.0 to MP 829.3	35

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Frt	
	Under 100 TOB	**100 TOB & Over**
MP 599.9, W Gillette, turnout	35	25
MP 606.4, Oriva, siding turnouts	25	25
MP 621.4, Echeta, siding turnouts	25	25
MP 631.2, Lariat, siding turnouts	25	25
MP 648.0, Kendrick, siding turnouts	25	25
MP 660.5, Clearmont, siding turnouts	25	25
MP 671.8, Ulm, siding turnouts	25	25
MP 686.5, E Dutch, turnout	25	25
MP 689.1, Dutch Center, crossover turnouts	25	25
MP 690.4, W Dutch, turnout	25	25
MP 698.4, E Yard Sheridan, turnout	25	25
MP 698.6, Sheridan, siding turnouts	25	25
MP 700.0, W Yard Sheridan, turnout	25	25
MP 714.9, Ranchester, siding turnouts	25	25
MP 724.1, Parkman, siding turnouts	25	25

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	Frt	
	Under 100 TOB	100 TOB & Over
MP 731.0, Aberdeen, siding turnouts	25	25
MP 750.2, Lodge Grass, siding turnouts	25	25
MP 760.1, Benteen, siding turnouts	25	25
MP 775.0, Dunmore, siding turnouts	25	25
MP 792.7, Rowley, siding turnouts	25	25
MP 813.9, Anita, siding turnouts	25	25
MP 825.1, Moran Jct, turnout	25	25

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

Big Horn sub, all elevator and industry tracks	5	5

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Gillette to Huntley ..... 143 tons, Restriction A
Fort McKenzie Spur..... 110 tons

Location	Track Name	Track No.
Six-axle locomotives, six-axle derricks and cars with six or more axles not permitted on following tracks:		
Sheridan	Saw Mill Lead	
Cloud Peak Spur		
Fort McKenzie Spur		
Kiewit	Retail Yard	

3. Type of Operation

Main Track

MP 599.9 to MP 829.3	CTC

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

East leg wye between Dutch Center and MP 690.4
Loop track between MP 0.0 Moran Jct and MP 1.5 Jones Jct

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

- Hy-Rail Limits Compliance System (HLCS)

GCOR 5.8.2, Sounding Whistle—Within the State of Montana, locomotive whistles should be sounded at only those private crossings marked with whistle posts and in other circumstances described in GCOR 5.8.2.

GCOR 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Sheridan, WY	698.36	East 1st Street
	698.64	East 5th Street

GCOR/MWOR 6.19, Flag Protection—When flagging is required, distance will be 2.0 miles.

ABTH 102.12.1—When utilizing HelperLink equipped locomotives in Helper Service, after coupling to train to be assisted, the Road Engineer on the lead consist of the train will Arm the ETD on the Helper Locomotive with the assistance of the Helper Engineer. Once the ETD is armed, an Emergency Application is required utilizing the Emergency Switch on the Lead Locomotive as outlined in ABTH 102.13.5 and Helper Engineer verifies upon visual inspection that Helper Locomotive Brakes apply. After successful test and air is recovered on Helper Locomotive Consist, train may depart once brake release is verified by visual inspection. Operation of Helpers and Helper Link instructions for this Subdivision are found in the current General Notice.

Helping Stalled DP Trains—Stalled distributed power trains that must add helpers to the head end of the train under the direction of the Big Horn sub Operating Officer are to operate as outlined below.

ABTH Rules 102.12.3, 102.12.4, and 102.12.5 are amended only for this specific move to read:

ABTH Rule 102.12.3—Manned Helper Added to Head End of Train—When a manned helper is coupled on the head end of the train, the helper engineer will transfer control of the air brakes (and the throttle with MU cable) to the road engineer as follows:

1. Before opening angle cocks between the road locomotive and the manned helper, the engineer on the helper locomotive will:
   a. Communicate with the road engineer to determine the brake pipe reduction currently applied to the train.
   b. The helper engineer must make a reduction 2 psi more than the current reduction applied to the train.
   c. After brake pipe exhaust has ceased, cut out the automatic brake valve and place handle in the release position.
   d. Notify the engineer on the road locomotive of the amount of the brake pipe pressure reduction
   e. The independent brake valve must be left cut in on the helper locomotive. Place the independent brake valve handle in the release position and actuate to fully release the brakes on the helper locomotive consist.
2. The engineer on the road locomotive will:
   a. After opening the angle cocks between the helper and the road locomotive, increase brake pipe reduction to at least 20 psi and helper crew will observe that brakes apply on helper consist by visual inspection.
   b. When train is ready to depart, perform DP train check to check brake pipe continuity as brakes are released as per ABTH Rule 105.4 Also observe by visual inspection that brakes release on helper consist.

ABTH Rule 102.12.4—Manned Helper Removed From Head End of Train—When a manned helper will be detached from the head end of the train do the following:

1. The engineer in control of the road locomotive will:
   a. Make not less than a 6 psi brake pipe reduction.
   b. Notify the helper engineer when ready to detach the manned helper after closing the angle cocks between the helper consist and the road locomotive and removing the MU cable.
2. The helper engineer will cut in the Automatic Brake Valve after the angle cocks are closed between the consists.
3. After the helper consist is detached, the Engineer on the road locomotive will increase the brake reduction on the train to not less than 15 psi before the train departs.

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ABTH Rule 102.12.5—Operating Responsibilities with Manned Helper—When adding helpers to the head end of a DP train, the control of all locomotives coupled together must be transferred to the DP road locomotive engineer by plugging in the MU cable, whenever practicable. When more than one locomotive is attached to a train, the engineer of the DP road locomotive must control the train's air brakes. The engineer in the lead locomotive consist is in charge of train movement. The engineer in charge will communicate with and direct the engineer on the DP road locomotive as follows:

1. Identify speed restrictions and locations where a stop is to be made at least 2 miles in advance.
2. Communicate clearly the name or aspect of signals affecting the train's movement as soon as the signals become visible or audible.

Note: The helper engineer will be responsible to comply with whistle requirements and may utilize the ABV handle, even though cut out, to initiate an emergency application of the brakes should any emergency situation occur requiring this action. The speed limit for a train in this configuration must not exceed 20 MPH.

5. Trackside Warning Devices (TWD)

MP	Device	Recall Code	Notes
Type B. Locations			
602.4		768	
607.6	DED		Exception reporting
611.8	DED		Exception reporting
616.4	DED		Exception reporting
620.6	DED		Exception reporting
627.3		758	
632.0	DED		Exception reporting
638.6	DED		Exception reporting
642.7	DED		Exception reporting
648.1	DED		Exception reporting, MT and SDG
654.0		748	
657.7	DED		Exception reporting
666.2	DED		Exception reporting
671.8	DED		Exception reporting, MT and SDG
677.3	DED		Exception reporting
681.9		738	
686.5	DED		Exception reporting
693.2	DED		Exception reporting
698.5	DED		Exception reporting, MT and SDG
704.8	DED		Exception reporting
710.5		728	
736.3		648	
757.9		638	
785.9		628	
807.5		618	
822.9		608	

6. FRA Excepted Track—None

7. Special Conditions

Gillette—Crew vans picking up or dropping off crews between Crossover 597.9 and West Gillette will only operate on the road on the north side of the track. Employees being picked up or delivered in this area are prohibited from walking up or down the embankment on the south side of the main track.

Sheridan Yard—Trains containing extreme dimensions (Hi-Wides) must not meet or pass another train containing extreme dimension shipments on No. 1 and No. 2 tracks. Meets and passes between trains containing extreme dimension shipments are permitted on MT and Track No. 1.

Dutch—Cars being set out on the Arno back track must be set out between the Fouling Point signs in order to clear a person on the side of cars and wide loads.

Kiewit—Private track - Trains must have permission from Big Horn Coal Company dispatcher before occupying track.

Parkman—When cars or machinery are parked on the back track, due to close clearance do not use the siding for trains that have extreme dimension cars (Hi-Wides) in the consist.

Aberdeen—Dimensional shipments must not meet between MP 730.8 and MP 732.8. Trains handling dimensional shipments will contact the dispatcher when approaching this area.

Hardin North Line Spur—Extends from MP 783.5 for 2.1 miles. A car stop is in place.

MRL Operations—The process to obtain or release track warrant authority on the Forsyth subdivision at Jones Jct. will be as follows:

Westward trains arriving MRL Jones Jct. change radio from channel AAR 066 to AAR 15(MRL) and use the radio call in code 59X (Jones Jct radio) to contact the Laurel East Dispatcher.

Eastward trains on the MRL can request Track Warrant authority to enter the Forsyth Subdivision while monitoring AAR 15 by using the radio call-in code 59X (Jones Jct. radio).

The MRL yard channel on BNSF portable radios so equipped is channel 19. Westward trains departing Billings will switch their radio(s) to the MRL Yard channel. Eastward trains departing Laurel must notify the Billings Yard on their departure.

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

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

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Arno	Back track	2606	Elevator

Close Track Centers

Location	Track Name	Track Nos.
Lariat	Siding	Siding - 2646
Arno	Back Track	2605 - 2606
Sheridan	Yard	103 - 110
Parkman	Siding	Siding - 1641
Hardin	Yard	1675 - 1676, 1673 - 1677, 1672 - MT, 1674 - 1679

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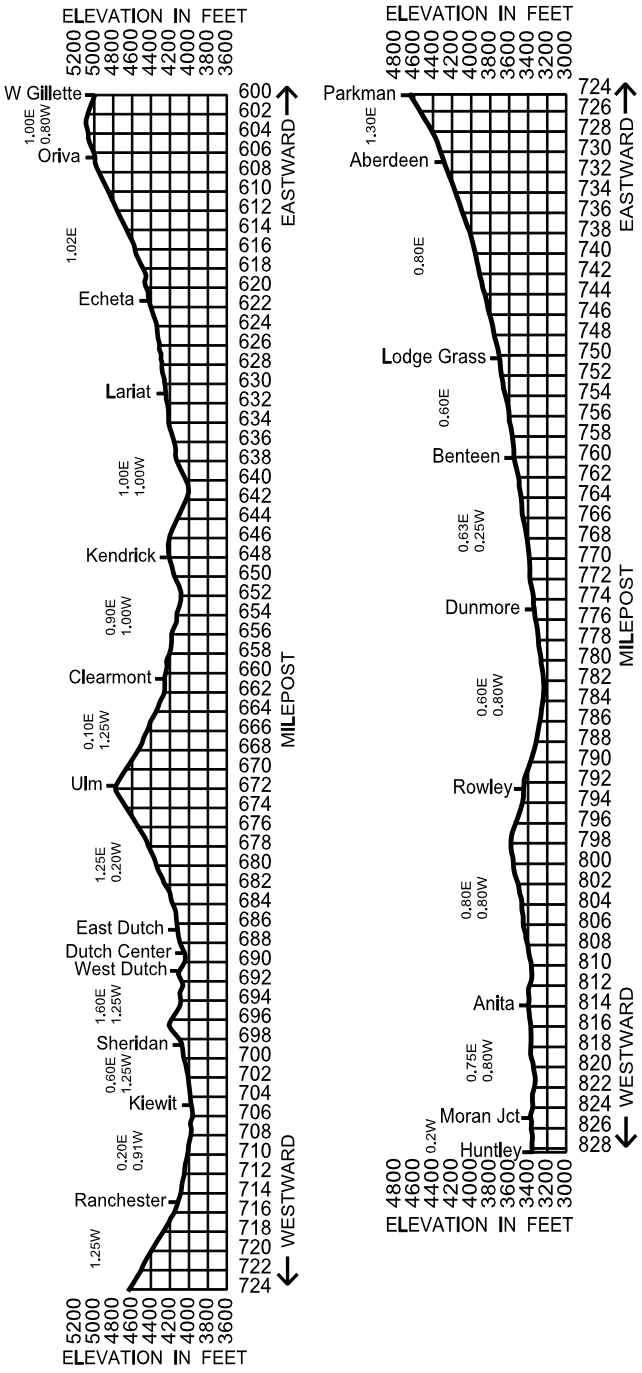
8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
4	W Gillette to Huntley	MP 599.9 to MP 829.3
308	Moran Jct to Jones Jct	MP 0.0 to MP 1.5
Yard Line Segments		
739	Sheridan	
Ballast Pit		
750	Sheridan	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
30605	Oriva - Gas Trk 2660 - Siding	606.4	1,500	East
30628	Echeta - Back Trk 2651	621.2	750	Both
30630	Lariat - Back Trk 2646	630.1	750	West
30640	Arvada 2640 - MT	640.8	1,100	East
30647	Kendrick - Back Trk 2636	648.1	400	Both
30659	Clearmont - Stock Trk 2631	660.8	1,300	Both
30659	Clearmont - Storage Trk 2632	660.2	2,000	Both
30670	Ulm - Back Trk 2626	671.8	150	West
30678	Verona 2620	679.5	4,050	Both
30666	Arno 2606 - Siding	687.4	550	Both
30692	Wakeley 2600 - Siding	693.2	3,000	East
30705	Kiewit 1610	704.7	10,500	Both
30707	Kleenburn 1630 - MT	708.4	2,500	East
30713	Ranchester Back Trk 1636	715.1	500	West
30723	Parkman - Back Trk 1641	724.2	1,000	Both
30730	Aberdeen - Back Trk 1646	730.8	600	East
30736	Wyola 1650 - MT	737.7	350	West
30759	Benteen - Back Trk 1661	760.3	350	West
30779	Reno 1620 - MT	780.4	500	West
30783	Hardin North Line - Trk 1679	783.5	11,088	West
30782	Hardin Pass 1675	784.3	3,000	Both
30782	Hardin Pass 1676	784.3	2,600	Both
30791	Rowley - Back Trk 1681	792.6	550	East
30812	Anita - Back Trk 1686	815.4	800	West

10. Grade Charts



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Black Hills Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
Adjoining Sub: Butte Subdivision Boundary: Black Hills, MP 476.1 / Butte, MP 476.1									
		30475	476.1	EDGEMONT	B	CTC 2 MT	4	0.6	
		30476	476.7	DEADWOOD JCT				2.1	
			478.8	MP 478.8	X(2)			5.5	
		30483	484.3	MARIETTA		CTC		10.3	
		30494	494.6	DEWEY		CTC 2 MT		10.2	
			504.8	CROSSOVER 504.8	X(2)			5.2	
			510.0	CROSSOVER 510.0	X(2)			6.3	
			516.3	CROSSOVER 516.3	X(2)			4.4	
		30519	520.7	NEWCASTLE	B			2.6	
			523.3	CROSSOVER 523.3	X(2)			5.5	
		30527	528.8	PEDRO		CTC		5.3	
		30534	534.1	OSAGE		CTC 2 MT		5.6	
			539.7	CROSSOVER 539.7	X(2)			7.5	
			547.2	CROSSOVER 547.2	X(2)			13.1	
			560.3	CROSSOVER 560.3	X(2)			6.7	
			567.0	CROSSOVER 567.0	X(2)			7.6	
			574.6	MP 574.6	X(2)			6.8	
			581.4	ROZET	X(2)			3.0	
			584.4	CROSSOVER 584.4	X(2)			2.0	
		30587	586.4	EAST DONKEY CREEK Adj. Sub: Orin, MP 586.4	JTX(2)			1.2	
		30588	587.6	EAST CAMPBELL Adj. Sub: Campbell, MP 587.5	JTX			0.6	
		30588	588.2	WEST CAMPBELL Adj. Sub: Campbell, MP 588.2	JT			1.7	
			589.9	MP 589.9		CTC		4.6	
			594.5	EAST GILLETTE				2.7	
		30596	597.2	GILLETTE	BCPT	CTC 2 MT		0.7	
			597.9	CROSSOVER 597.9	X(2)			2.0	
			599.9	WEST GILLETTE				123.8	
Adjoining Sub: Big Horn Subdivision Boundary: Black Hills, MP 599.9 / Big Horn, MP 599.9									

Mountain Continental Time in effect on Black Hills Subdivision

Radio Call-In		
Radio Channel 039 in service at Edgemont Yard and as Switching Channel for Bullet and Road Crews		
Radio Channel 070 in service at Edgemont Yard for Yard Van		
Radio Channel 085 in service Edgemont to E. Gillette		
Edgemont N - 24(X)	Newcastle - 31(X)	Upton - 32(X)
Moorcroft - 34(X)	Rozet - 35(X)	Donkey Creek - 33(X)
Radio Channel 041 in service at Donkey Creek Yard		
Radio Channel 070 in service Gillette Yard - 45(X)		
Radio Channel 054 in service E. Gillette to W. Gillette		
Oriva - 76(X)		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		

Dispatcher Information

Edgemont to E. Gillette—817-867-8080 or 817-352-2481, Fax 817-352-7067

E. Gillette to W. Gillette—817-867-7066, Fax 817-352-7061

1. Speed Regulations

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

1(A). Speed—Maximum

	Frt	
Main Track	**Under 100 TOB**	**100 TOB & Over**
MP 476.1 to MP 599.9	60	45
Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)		
MP 586.3 to MP 587.5, W Donkey Creek lead	25	25

Temperature Restrictions

Contact the train dispatcher if in doubt of the temperature. Notify the train dispatcher when the train is restricted.

MP 476.1 to MP 599.9, - 10 deg. F & under	45	30

1(B). Speed—Permanent Restrictions

	Frt
MP 476.1 to MP 477.0	35
MP 516.3 to MP 519.6	50
MP 519.6 to MP 521.0	35
MP 521.0 to MP 525.6	50
MP 562.0 to MP 571.5	50
MP 582.2 to MP 586.7	40
MP 595.7 to MP 597.9, MT1, HER	20
MP 596.8 to MP 597.9, MT2, HER	30
MP 599.8 to MP 599.9	45

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Frt	
	Under 100 TOB	**100 TOB & Over**
MP 478.8, crossover turnouts	35	25
MP 484.3, Marietta, turnout	40	25
MP 494.6, Dewey, turnout	40	25
MP 504.8, crossover turnouts	25	25
MP 510.0, crossover turnouts	25	25
MP 516.3, crossover turnouts	25	25
MP 523.3, crossover turnouts	25	25
MP 528.8, Pedro, turnout	40	25
MP 534.1, Osage, turnout	40	25
MP 539.7, crossover turnouts	25	25
MP 547.2, crossover turnouts	25	25
MP 560.3, crossover turnouts	50	40
MP 567.0, crossover turnouts	40	25
MP 574.6, crossover turnouts	50	40
MP 581.4, Rozet, crossover turnouts	40	25
MP 584.4, crossover turnouts	25	25
MP 586.4, East Donkey Creek, all dual control turnouts	25	25
MP 587.6, East Campbell, all dual control turnouts	25	25
MP 589.9, turnout	40	25
MP 594.5, E Gillette, turnout	40	25
MP 597.9, crossover turnouts	40	25
MP 599.9, W Gillette, turnout	35	25

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1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
Donkey Creek yard, except through switches and turnouts	20	20
Rozet to MP 583.8, Svalina crossing, E Lead	20	20
Donkey Creek yard, fuel track	5	5

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Edgemont to Gillette..... 143 tons, Restriction A

3. Type of Operation

Main Track

MP 476.1 to MP 484.3	CTC, 2 MT
MP 484.3 to MP 494.6	CTC
MP 494.6 to MP 528.8	CTC, 2 MT
MP 528.8 to MP 534.1	CTC
MP 534.1 to MP 589.9	CTC, 2 MT
MP 589.9 to MP 594.5	CTC
MP 594.5 to MP 599.9	CTC, 2 MT

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

Donkey Creek Lead between East Donkey Creek and East Campbell

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

- Hy-Rail Limits Compliance System (HLCS)

GCOR/MWOR 6.19, Flag Protection—When flagging is required, distance will be 2.0 miles.

GCOR 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Newcastle, WY	520.74**	US 16/Main St.
	521.08**	Walker Ave.
	521.49	Grove Ave.
Moorcroft, WY	569.11	Yellowstone Ave.
Gillette, WY	593.48	Potter Ave.
	594.43	Garner Lake Rd
	596.82	Brooks Ave
	597.97	Burma Ave
	599.53	Foothills Blvd

**Automated Horn System—The AHS is activated by the approaching train which sounds a warning in conjunction with the automatic crossing devices. When the crossing signals are activated the AHS will automatically sound horn at crossing.

To confirm AHS is functioning, an indicator flashes at the crossing. After indicator is observed to be flashing, whistle signal Rule 5.8.2(7) is no longer required.

The train horn must be sounded if the wayside horn indicator is not visible approaching the crossing or if the wayside horn indicator, or an equivalent system, indicates that the system is not operating as intended.

Helping Stalled DP Trains—Stalled distributed power trains that must add helpers to the head end of the train under the direction of the Black Hills sub Operating Officer are to operate as outlined below.

ABTH Rules 102.12.3, 102.12.4, and 102.12.5 are amended only for this specific move to read:

ABTH Rule 102.12.3—Manned Helper Added to Head End of Train—When a manned helper is coupled on the head end of the train, the helper engineer will transfer control of the air brakes (and the throttle with MU cable) to the road engineer as follows:

1. Before opening angle cocks between the road locomotive and the manned helper, the engineer on the helper locomotive will:
   a. Communicate with the road engineer to determine the brake pipe reduction currently applied to the train.
   b. The helper engineer must make a reduction 2 psi more than the current reduction applied to the train.
   c. After brake pipe exhaust has ceased, cut out the automatic brake valve and place handle in the release position.
   d. Notify the engineer on the road locomotive of the amount of the brake pipe pressure reduction.
   e. The independent brake valve must be left cut in on the helper locomotive. Place the independent brake valve handle in the release position and actuate to fully release the brakes on the helper locomotive consist.
2. The engineer on the road locomotive will:
   a. After opening the angle cocks between the helper and the road locomotive, increase brake pipe reduction to at least 20 psi and helper crew will observe that brakes apply on helper consist by visual inspection.
   b. When train is ready to depart, perform DP train check to check brake pipe continuity as brakes are released as per ABTH Rule 105.4 Also observe by visual inspection that brakes release on helper consist.

ABTH Rule 102.12.4—Manned Helper Removed From Head End of Train—When a manned helper will be detached from the head end of the train do the following:

1. The engineer in control of the road locomotive will:
   a. Make not less than a 6 psi brake pipe reduction.
   b. Notify the helper engineer when ready to detach the manned helper after closing the angle cocks between the helper consist and the road locomotive and removing the MU cable.
2. The helper engineer will cut in the Automatic Brake Valve after the angle cocks are closed between the consists.
3. After the helper consist is detached, the Engineer on the road locomotive will increase the brake reduction on the train to not less than 15 psi before the train departs.

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ABTH Rule 102.12.5—Operating Responsibilities with Manned Helper—When adding helpers to the head end of a DP train, the control of all locomotives coupled together must be transferred to the DP road locomotive engineer by plugging in the MU cable, whenever practicable. When more than one locomotive is attached to a train, the engineer of the DP road locomotive must control the train's air brakes. The engineer in the lead locomotive consist is in charge of train movement. The engineer in charge will communicate with and direct the engineer on the DP road locomotive as follows:

1. Identify speed restrictions and locations where a stop is to be made at least 2 miles in advance.
2. Communicate clearly the name or aspect of signals affecting the train's movement as soon as the signals become visible or audible.

Note: The helper engineer will be responsible to comply with whistle requirements and may utilize the ABV handle, even though cut out, to initiate an emergency application of the brakes should any emergency situation occur requiring this action. The speed limit for a train in this configuration must not exceed 20 MPH.

5. Trackside Warning Devices (TWD)

MP	Device	Recall Code	Notes
Type B. Locations			
480.7	DED		Exception reporting
486.1	DED		Exception reporting
492.0		248	Exception reporting
498.0	DED		Exception reporting
503.0	DED		Exception reporting
508.0	DED		Exception reporting
514.8		318	Exception reporting
519.6	DED		Exception reporting
527.0	DED		Exception reporting
532.7		327	Exception reporting
537.7	DED		Exception reporting
541.7	DED		Exception reporting
545.3	DED		Exception reporting
548.9		328	Exception reporting
554.2	DED		Exception reporting
558.3	DED		Exception reporting
563.8	DED		Exception reporting
568.9	DED		Exception reporting
573.8		338	Exception reporting
578.8	DED		Exception reporting
582.8	DED		Exception reporting
587.6	DED		Exception reporting
591.9	DED		Exception reporting
597.9	DED		Exception reporting, Radio channel 054

6. FRA Excepted Track—None

7. Special Conditions

Edgemont—Trains entering the yard or setting out cars should contact either the Alliance North Dispatcher or the Edgemont Yard Switch Engine (0700 to 1500) for yarding instructions. Crews are responsible for reporting work done at Edgemont. Current instructions for reporting work completed should be utilized.

Crew Changes at Edgemont—Eastward trains should not block the west crossing without a signal at MP 477.2 of at least approach medium. Westward trains will crew change at the east highway crossing unless the train is short enough to clear the east crossing while stopped at the depot.

Deadwood Spur—extends from Deadwood Jct 2.2 miles.

Donkey Creek Yard—Donkey Creek Yard is on the north side of MT1 between Rozet and East Donkey Creek. Switches to Tracks 101 through 109 in Donkey Creek Yard are push-button operated solar switches. Trains parking at Donkey Creek Yard are required to pull up to the crossing holding back 100 feet, or 2 car lengths, but no more than 200 feet or 4 car lengths from any crossing at the end of the track.

Gillette—Contact the crew van using channel 070. Crew vans picking up or dropping off crews between Crossover 597.9 and West Gillette will operate on accessible roads on the north and south sides of the main track. Employees being picked up or delivered in this area are prohibited from walking up or down the embankment on the south side of the main track.

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

Track Side Monitor (TSM) - Coal Dust—Track Side Monitor (TSM) instrumentation designed to actively monitor Coal Dust is located at MP 558.2. The north tower is located 35 feet north of MT1 and the south tower is located 65 feet south of MT2. There is no designed communication between the monitoring station and train crews. All employees of BNSF Railway, or other train engine employees governed by this general order, operating on the Black Hills subdivision will immediately advise the dispatcher if they observe that the coal dust monitor tower (TSM) MP 558.2, Black Hills subdivision appears to have been damaged or otherwise impacted.

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

SSI—Switch Control/Monitoring Systems

- Turnouts Equipped with Two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derail):
  - Marietta
  - MP 547.2 crossover
  - MP 560.3 crossover
  - MP 567.0 crossover
  - MP 574.6 crossover
  - Rozet
  - East Donkey Creek
  - East Campbell
- ICS in effect:
  - MP 478.8 *
  - MP 560.3 *
  - MP 567.0 *
  - MP 574.6 *
  - Rozet *
  - MP 584.4 *
  - East Donkey Creek *
  - East Campbell *

* Denotes all crossover switches within Control Point are ICS.

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Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Donkey Creek	Rip track	301	Light Pool East End
Gillette	Reynolds Pipe	1009	Building
	East City Track	1021	Building
	Elevator Track	1022	Building

Close Track Centers

Location	Track Name	Track Nos.
Gillette	Yard	1004 - 1006

Test Miles

MP 486.0 to MP 487.0
MP 497.0 to MP 502.0
MP 578.0 to MP 579.0

Flash Flood Critical Areas

MP 497.0 to MP 502.0

8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
4	Edgemont to W Gillette	
181	Deadwood Spur	
Yard Line Segments		
892	Edgemont	
897	Newcastle	
911	Donkey Creek	
952	Gillette	

9. Other Location Information

Stn No.	Name	Mile Post	Capacity in Feet	Switch Opens
30483	Marietta Back Trk 701 - MT1	484.2	450	East
30494	Dewey Back Trk 801 - MT1	495.6	750	Both
30494	Dewey Back Trk 802 - MT2	495.6	750	Both
	508.0 Back Trk 9801 - MT1	508.1	1,000	Both
	508.0 Back Trk 9802 - MT2	508.1	1,000	Both
30527	Pedro Back Trk 9601 - MT1	527.6	1,000	Both
30527	Pedro Back Trk 9602 - MT2	527.6	1,000	Both
30534	Osage Chip Trk 9401 - MT1	535.4	1,000	Both
	539.8 Back Trk 9411 - MT1	539.8	1,050	Both
	539.8 Back Trk 9412 - MT2	539.8	1,050	Both
30541	Jerome 9311 - MT2	543.3	2,250	West
	547.5 Back Trk 9201 - MT1	547.5	500	Both
30548	Upton Industrial Park Trk 9205 - MT2	548.7	2,400	Both
30548	Upton Storage Trk 9204 - MT2	549.0	7,800	Both
30555	Black Hills Bentonite Trk 9001 - MT2	556.1	1,900	Both
30555	Black Hills Bentonite Trk 9002 - MT2	555.9	450	Both
30555	557.0 Back Trk 9011 - MT1	557.0	1,500	Both
30555	557.0 Back Trk 9012 - MT2	557.0	1,500	Both
30568	Moorcroft Cement Plant Trk (Stock Trk) 8801	568.6	5,500	Both
30568	Moorcroft BTI (Back Trk) 8802	568.6	1,000	East
30568	Moorcroft Back Trk 8811 - MT1	5686	1,250	Both
30568	Moorcroft Back Trk 8812 - MT2	568.6	1,250	Both
30581	Rozet Fertilizer Trk 8709 - MT2	581.8	750	East
30581	Rozet No 3 Trk 8703 - MT2	583.0	7,900	Both
30581	Rozet No 4 Trk 8704 - MT2	583.0	7,900	Both
30581	Rozet Pocket Trk 8702	584.4	1,500	Both
30587	Donkey Creek No 3 Trk 1503 - MT2	585.0	8,200	Both
30587	Donkey Creek No 4 Trk 1504 - MT2	585.0	8,200	Both
30587	Donkey Creek 236 Stub - MT2	586.2	2,000	West
30587	Donkey Creek 237 Stub - MT2	586.2	2,000	West
	Minturn 8505	590.4	2,500	Both
30589	W. Wyodak 8502	591.7	200	West
30596	Gillette Cab Trk 1019 - MT2	597.2	250	Both

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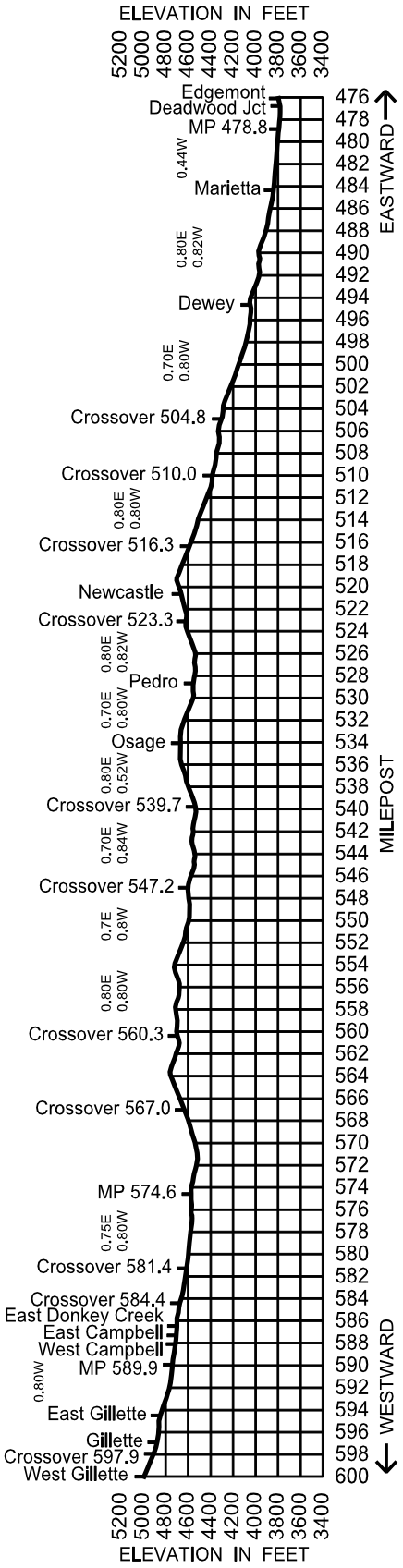
10. Grade Chart



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WESTWARD ↓

Length of Siding (Feet)	Station Nos.	Mile Post	Brush Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
Adjoining Sub: Angora Subdivision Boundary: Brush, MP 115.1 / Angora, MP 115.1							
8,277	84081	115.1 57.5	STERLING	BJR TY	YL ABS		17.8
6,910	84100	75.3	MESSEX		TWC ABS		5.8
UP track between Sterling (UP MP 57.5) and Union (UP MP 81.1) is dispatched by BNSF.							
	84105	81.1 138.6	UNION		CTC	21	2.6
7,231	84109	141.2	NEW HILLROSE				6.8
		148.0	BRUSH JCT. Adj. Sub: Akron, MP 453.2	JT			2.0
N 7,308 S 7,112	20891	150.0 454.9	BRUSH CENTER Adj. Sub: Akron, MP 453.2	BJT			1.6
		456.5	WEST BRUSH				1.5
	20894	458.0	PAWNEE JCT.				6.3
6,220	20900	464.3	FT. MORGAN				4.2
18,058	20904	468.5	BIJOU				6.6
10,718	20911	475.1	CORONA				3.8
6,954	20915	478.9	WIGGINS				11.1
10,085	20924	490.0	CREST				5.7
15,718	20932	495.7	ROGGEN				6.4
	20937	502.1	TAMPA			2	3.3
7,101	20941	505.4	KEENESBURG				7.6
14,095	20949	513.0	HUDSON				5.5
10,000	20954	518.5	TONVILLE				6.0
7,613	20960	524.5	BARR				7.2
7,656	20968	531.7	IRONDALE				5.6
		537.3	UP CROSSING	M			1.8
		539.1	FOX				2.1
	20977	541.2	31ST STREET YARD	BT			0.3
GCOR/MWOR 6.28 governs between MP 541.2 and MP 541.5							
		541.5	23RD STREET Adj. Sub: Front Range, MP 541.5	MJ	CTC 2 MT	135	0.2
		541.7 0.0	20TH STREET				121.8
Adjoining Sub: Pikes Peak Subdivision Boundary: Brush, MP 541.7 / Pikes Peak, MP 0.0 Information for 20th Street is located in the Pikes Peak Sub Timetable							

↑ EASTWARD

Mountain Continental Time in effect on Brush Subdivision

Radio Call-In		
Radio Channel TX 091/RX 039 in service at Sterling Yard for switching - 63(X)		
Guernsey Yardmaster - 636	Rennick Yardmaster - 256	
Radio Channel 040 in service at Sterling Yard for Switching		
Radio Channel 013 in service Sterling to Brush Center		
Merino – 20(X)	Brush – 25(X)	
Radio Channel 066 in service Brush Center to 20th Street		
Brush – 26(X)	Wiggins – 27(X)	Keenesburg – 28(X)
Barr – 29(X)	Denver – 31(X) Rennick Yardmaster - 256	South Denver 32(X)

Radio Channel 096 in service at Denver for Amtrak	
Amtrak – 32(X)	
Radio Channel 039 in service at Denver Yard - 31(X)	
Denver Yd - 31(X)	Rennick Yardmaster = 256
Emergency - 911	
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9	
Radio Channel TX 046/RX 079 in service Switch Yard (31st and 38th Streets) unless instructed by yardmaster.	
Radio Channel TX 030/RX 076 in service Switch Yard Rennick, all industry jobs in the Denver Terminal Complex, and when industry jobs leave the Main Track to perform industrial switching.	
Radio Channel 078 in service as yard information channel including all BNSF crew haulers and contract drivers.	
Radio Channel 031 in service Mechanical and MW Employees in Denver Yard, including the Locomotive Facility.	
Radio Channel 039 in service for industry jobs/inbound/outbound crews when train is on other than main track, Coal 1, Coal 2 and when working with utility men, for yardmasters 31st Street, 38th Street and Rennick, and by inside/outside hostlers when communicating with yardmasters.	
Radio Channel 066 in service Prospect Jct, main track, Coal 1 and Coal 2.	

Dispatcher Information

Sterling MP 56.1 to Brush Jct—817-867-7079, Fax 817-352-7060
Brush Jct to 20th Street—817-867-7087, Fax 817-352-7028
UPRR Dispatcher—800-726-1178

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Psgr	Frt	
		Under 100 TOB	100 TOB & Over
MP 229.4 to MP 225.9	10	10	10
UP MP 56.1 to MP 57.7	50	50	45
UP MP 57.7 to MP 138.6	50	50	40
MP 138.6 to MP 150.0	60	60	45
MP 453.2 to MP 541.2	79	60	45
MP 541.5 to MP 541.7	20	20	20

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

MP 454.9 to MP 456.4, Number one track	20	20	20
MP 539.1 (Fox) to MP 541.1, Coal 1	40	40	40
MP 539.1 (Fox) to MP 541.1, Coal 2	40	40	40

Temperature Restrictions

Contact the train dispatcher if in doubt of the temperature.
Notify the train dispatcher when the train is restricted.

		Psgr	Frt	
			Under 90 TOB	90 TOB & Over
UP MP 59.1 to UP MP 81.0	90 deg F & over	50	50	30

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1(B). Speed—Permanent Restrictions

	Psgr	Frt
UP MP 56.1 to UP MP 59.1	20	20
MP 149.8 to MP 150.0	20	20
MP 148.9 East Brush to MP 148.1 Brush Jct	35	35
MP 506.0 to MP 506.8	65	—
MP 535.3 to MP 537.2, WWD	40	40
MP 537.2 to MP 535.3, EWD, HER	40	40
MP 537.2 to MP 537.4	30	30
MP 537.4 to MP 541.2	40	40

Key Trains Maximum speed within the following municipal area limits unless otherwise restricted.	Frt
MP 514.0 to MP 541.2	35
MP 541.5 to MP 541.7	35

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Psgr	Frt	
		Under 100 TOB	100 TOB & Over
MP 57.5, Sterling, siding turnouts	10	10	10
MP 75.3, Messex, siding turnouts	10	10	10
MP 141.2, New Hillrose, siding turnouts	40	40	25
MP 148.1, Brush Jct, turnout	35	35	35
MP 453.2, E Brush, turnout	35	35	35
MP 454.9, Brush Center, turnout on Sterling Main and crossover turnouts	20	20	20
MP 454.9, Brush Center, siding turnouts	40	40	25
MP 456.5, West Brush, turnouts	20	20	20
MP 464.3, Ft Morgan, siding turnouts	40	40	25
MP 468.5, Bijou, siding turnouts	40	40	40
MP 475.1, Corona, siding turnouts	40	40	40
MP 478.9, Wiggins, siding turnouts	40	40	25
MP 490.0, Crest, siding turnouts	40	40	40
MP 495.7, Roggen, siding turnouts	40	40	40
MP 501.9, CP 5019, turnout	25	25	25
MP 502.3, CP 5023, turnout	25	25	25
MP 505.4, Keenesburg, siding turnouts	40	40	25
MP 513.0, Hudson, siding turnouts	40	40	40
MP 518.5, Tonville, siding turnouts	35	35	35
MP 524.5, Barr, siding turnouts	40	40	25
MP 531.7, Irondale, siding turnouts	40	40	25
MP 539.1, Fox, turnouts to Main	40	40	40
MP 539.1, Fox, Coal 1 and Coal 2 turnouts	40	40	40
MP 539.6, CP 5396, turnout MT to North Lead	20	20	20
MP 541.2, 31st Street	12	12	12
MP 541.4 to MP 541.7, MT1 and MT2	20	20	20

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

	Psgr	Frt	
		Under 100 TOB	100 TOB & Over
Sterling, Coal 1 and Coal 2 Tracks	20	20	20
Sterling, Connection to the NKCRR (Highline) MP 57.5 on the UPRR, Bell Crossing (HER)	5	5	5
When leaving Pawnee Power Plant MP 458.8 County Road Q, EWD, (HER)	5	5	5
Tampa: All tracks within crude oil loading facility	5	5	5
31st Street Yard to Denver Union Terminal via Passenger Lead	10	10	10
Through Denver Union Terminal Limits	10	10	10
Trains operating on Coal Lead between 31st Street (MP 541.2) and 23rd Street (MP 541.5) governed by GCOR/MWOR Rule 6.28.	20	20	20

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Sterling to 20th Street ..... 143 tons, Restriction C
Market Street Line ..... 143 tons, Restriction E
Jersey Cutoff ..... 143 tons, Restriction E

Location	Track Name	Track No.
Six-axle locomotives and six-axle derricks in excess of 330,000 lbs. are not permitted on:		
Moseley	Stock Track	410
Fort Morgan	Factory Lead	555
Only four-axle locomotives are permitted for switching on:		
Keensburg	All Industry Tracks	

3. Type of Operation

Main Track

MP 229.4 to MP 225.9	RL
UP MP 56.1 to UP MP 59.1	YL, ABS
UP MP 59.1 to UP MP 81.1	TWC, ABS
MP 138.6 to MP 150.0	CTC
MP 453.2 to MP 541.2	CTC
MP 541.5 to MP 541.7	CTC, 2 MT

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

Number one track between Brush Center and West Brush
Coal 1 and Coal 2 between Fox and 31st Street

Interlockings

Milepost	Type	Notes
537.3	Manual	Controlling RR: BNSF #
541.5	Manual	Controlling RR: BNSF

Additional information located in Item 7

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4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect
- Positive Train Control (PTC) MP 138.6 to MP 541.7
- Hy-Rail Limits Compliance System (HLCS)

GCOR 2.12, Fixed Signal Information—Supplemental instructions: On the Brush subdivision, when a train is passing an approach signal (Rule 9.1.8) a crew member must transmit the following by radio:
- Train identification (initials, engine number and direction)
- Signal Name or location
- Track (on single track, main track designation is not necessary)
- Speed

Example of transmission:
"BNSF 9373 West approach signal Pawnee Jct. at 35 MPH".

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

GCOR 5.8.2, Sounding Whistle—When operating on Union Pacific tracks, all whistle posts marked with an X require the whistle signal be sounded regardless of the type of crossing the train is approaching.

GCOR 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Brush, CO	454.83	Clayton St
Fort Morgan, CO	462.74	Barlow Road
	463.73	Sherman Street
	464.24	Main Street
	464.49	Deuel Street
	464.70	West Street/CR 18
	464.98	Nelson Rd/CR 17.7
Commerce City, CO	529.96	104th Avenue
	531.30**	96th Avenue
	532.65	88th Avenue
	534.03	80th Avenue
	535.34	72nd Avenue

** Automated Horn System (AHS)- AHS includes a wayside horn, activated by the approaching train, which sounds a warning in conjunction with the automatic crossing devices. When the crossing signals are activated, the AHS will automatically sound a horn at the crossing. To confirm the AHS is functioning, an indicator flashes at the crossing. After the indicator is observed to be flashing, whistle signal Rule 5.8.2(7) is no longer required.

The train horn must be sounded if the wayside horn indicator is not visible approaching the crossing or if the wayside horn indicator, or an equivalent system, indicates that the system is not operating as intended.

GCOR 6.17, Switches at Junctions—The normal position of the switch at Chestnut Street UP MP 57.5 is lined as last used. Trains and engines must approach this switch expecting to find it lined against their movement.

GCOR/MWOR 6.19, Flag Protection—When flagging is required the distance is 2.0 miles.

5. Trackside Warning Devices (TWD)

MP	Device	Recall Code	Notes
Type B. Locations			
144.4		268	Channel 013
471.8		278	
494.1		288	
521.9		298	

6. FRA Excepted Track
Stock Yard trackage on the Denver Rock Island Railway Inc.

7. Special Conditions

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

The delivery time is when the first set of wheels passes over the switch to the NKCR. If the train is left on either the UP Pass or a BNSF track for the NKCR to pull at a later time, the interchange time is when the train is secured on the track. Crews that deliver trains to the NKCR must report work via VTR or by calling Customer Support at 817-593-7640. The NKCR may be contacted at 308-352-4899.

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

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

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

Trains must not be left blocking Ceres Crossing (MP 112.4). When yarding trains on Coal 1, Coal 2 and the BNSF Main, conductors must ensure that their train is clear of the crossing circuits at Ceres. If necessary, conductors will use the yard van to make sure that trains are not fouling the crossing circuits or fouling Ceres Crossing.

Sterling to Denver—BNSF and UP trains and engines will use joint trackage and will be governed by BNSF Timetable and System Special Instructions.

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Union—Eastward BNSF and UP trains must contact the Angora Subdivision train dispatcher via radio channel 013 prior to arrival at Union. A crew member must obtain authority before leaving CTC Union.

PAP (Pawnee Junction Power Plant)—Crews operating to or from this facility must have a copy of the current General Notice outlining instructions for spotting, servicing and reporting work.

Sand Creek—Manual interlocking controlled by UP dispatcher (800-726-1178). MW must obtain permission to occupy interlocking from UP dispatcher.

UP Crossing—Market Spur begins at UP Crossing

Jersey Line—Switch #1009 at 38th must be lined for North Lead and properly secured with lock after movement.

31st Street, 23rd Street, Denver Union Depot—All movements between 31st Street and 23rd Street, and between 31st Street and Denver Union Depot (Passenger Lead) are under the direction of the yardmaster at 31st Street.

Denver Union Station (DUS) and Regional Transportation District Command (RTDC) Instructions—31st Street - 23rd Street, Denver Union Station:

Between 20th St and UP Crossing, RTDC Commuter Rail operates adjacent to BNSF main track and Coal 2 (MP 541.2 to MP 538.36) utilizing a high-voltage overhead catenary system. Report to Brush Dispatcher any emergency or conditions that may affect either BNSF or RTDC operations (e.g., damaged overhead structure or fallen catenary power lines). If necessary contact RTDC Dispatcher and request to de-energize the catenary system.

Crews operating on RTDC trackage must have in their possession a current copy of the RTDC operating instructions for Denver Union Station and reference applicable Track Bulletins that affect their movement.

All movements between 31st Street and 23rd Street, and between 31st Street and Denver Union Station (Passenger Lead) are under the direction of the 31st Street Yardmaster on the assigned BNSF Radio Channel. Movements to and from Denver Union Station must contact RTDC Operations Control Center-East DS for permission. Reference applicableGeneral Notices for additional operating instructions.

BNSF 31st Street Yardmaster: 303-480-7436

RTDC Operations Control Center - East DS: 720-460-5907

RTDC Emergency Number: 720-460-5959

31st Yard—The power switches on the Coal Lead to South Lead crossover located at 31st Street Yard, MP 541.4 are operated by push buttons located on the switch panel, or by VHF radio. When unable to operate with power these switches can be hand operated.

Instructions to operate power switch using push button on switch panel:
1. Press button labeled Normal to line switch to the normal position. A green LED will illuminate when the switch is in normal position.
2. Press button labeled Reverse to line switch to the reverse position. A yellow LED will illuminate when the switch is in the reverse position.

NOTE: A flashing red LED will illuminate when the switch is not properly lined (out of correspondence). Switch may need to be hand operated.

Instructions to operate power switch by VHF radio:
1. Set radio to channel 039 or 066.
2. On radio keypad, press #70 to line switch to normal position. Green LED will illuminate when switch is in normal position. An audio message of “switch normal, switch normal” will sound over the radio.
3. On radio keypad, press #71 to line switch to reverse position. Yellow LED will illuminate when switch is in reverse position. An audio message of “switch reverse, switch reverse” will sound over over the radio.

NOTE: If the switch does not line, an audio message of “switch not lined, switch not lined” will sound over the radio.

Instructions to hand operate power switch:
1. Remove the pump handle from the handle holders.
2. Open the hand throw cover and insert the pump handle in the pump socket.
3. Select the direction of travel by moving the directional valve lever in the direction the points are to move. If direction of travel is incorrect, reverse the position of the valve lever.
4. Operate the hand throw by moving the pump handle back and forth. It may be necessary to hand throw the points all the way and perform a visual inspection of a good point closure after completing the hand throw.
5. After lining the switch, close cover and reinstall the pump handle in the holders.

Note: Before making movement over the switch ensure opposite power switch of crossover is lined for the intended route. If switch is not lined for intended route, repeat steps 1 thru 5.

Instructions if switch does not properly line due to an obstruction:
1. Visually inspect points for switch obstruction. If switch obstruction exists, open MW cover on the switch panel and set MW switch to the off position to isolate power from switch.
2. Remove obstruction from points.
3. Restore MW switch to the on position.

NOTE: Report failures to the Yardmaster.

Denver Car Shop—Locomotive bell must be rung continuously while operating on Tracks 120 and 124 adjacent to the car shop area. Kicking cars into the Rip Track is not allowed. While spotting cars into Tracks 122 and 123, cars are to be shoved to a coupling or spot.

Denver—All inbound trains that are required to be doubled over must use the corridor, rather than the wye bridge route. The same requirement applies when setting out any bad order cars from outbound trains.

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

Dimensional shipments—No train containing dimensional shipments may meet or pass another train between CTC Union and UP MP 59.1.

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Milepost Range Changes
UP MP 81.1 = MP 138.6
MP 150.0 = MP 455.0

Remote Control Zones

Denver
- **RCZ A**—is established on the North Lead and begins 250 feet west of the eastbound control signal to the clearance point of the Jersey switch on the North Lead. Approximate length of zone is 1130 feet.
- **RCZ B**—is established and begins West from the limits of RCZ A to 38th Street on the North lead, with access to tracks 124 through 148 (CM38), approximate length of zone is 1230 feet.
- **RCZ C**—is established and begins from the clearance point of the Jersey switch on the Jersey lead to National Western Road. Approximate length of the zone is 1000 feet.

RCZ A, B and C are controlled by the 38th Street Yardmaster.

Sterling
- **RCZ 1**—extends south on Cheyenne Main from south end of 101 track switch to the end of track south of Front Street. Approximate length of RCZ 1 is 2,123 feet.
  - **RCZ 1**—activated by the remote control operator who will display the "Remote Control Zone Activated" signs located at South End 101 Track Switch and South of Inside Diversion Switch. When "Activated" portion of sign is displayed no movements other than RCO switch job are allowed within limits of RCZ 1. The RCZ will remain activated until the remote control operator has dropped the "Remote Control Zone Activated" signs to deactivate the RCZ. RCZ 1 is deactivated by the Sterling Switch Crew who will deactivate RCZ 1 when not in use and when going off duty.

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Brush	House Track	150	Building
Moseley	Simplot	450	Building
	Colorado Tubular	460	Dock
	Maverick Sand	470	Structures, building
Ft. Morgan	Cargill Meat	515	Gate, structures
		520	Gate, structures
	Erker Grain	550	Building
		560	Building
	Midwest Palms	551	Building
		552	Building
	Western Sugar	555	Building
Wiggins	South Platte Grain	910	Building
	M&M Co-op	970	Building
Roggen	Roggen Farmers	1110	Elevator
Kennesburg	Grey Oil	1310	Loading dock
	Gray Oil	1398	Hoses and steep drop off
	G&G Transport	9950	Building
Irondale	Home Depot	602	Going into the building; do not ride the cut when spotting
	Cast Transport	604	North side at loading dock
	Delta Petroleum	605	Loading racks
		606	Loading racks
	Purina/Land O Lakes	613	Loading chute
	Dolly Lead	616	Building south side of track
	Headwater Resources	618	Unloading chute (ISG)
	GCC	623	Unloading chute
Commerce City	Suncor Energy	502	Loading racks
		503	Loading racks
		504	Loading racks
	Conagra	531	Under sheds at track
		532	Under sheds at track
	Ryerson	541	Going into the building; do not ride the cut when spotting
	Rocky Mountain Transload	561	Do not ride beyond gate (Wasco)
		562	Do not ride beyond gate (Wasco)
	Koch Asphalt	706	Loading racks
	Suncor Asphalt	710	Loading racks
	McCoy Dock	714	Cement and wooden loading docks
	Valentine Lumber	721	Building side of rail
	Paxton Lumber	724	Building side of rail
	Waste Management	726	Building side of rail
	Manna Pro	7348	Between buildings
Denver	Colorado Petroleum	160	Unloading spots
	United West Supply	821	Going into building; do not ride the cut when spotting
	Adams Reload	832	Building side of rail
	Fowler	834	Dock and fence
	Stone Container	836	Building side of rail
	Americold	839	Building side of rail
	ITW Plastics	847	Building
	American Warehouse	848	Building side of rail
		850	Building side of rail
	Western Beverage	846	Building side of rail
	General Chemical	852	Acid dumper

Close Track Centers

Location	Track Name	Track Nos.
Sterling	Yard	105 - 106
Brush	Yard	101 - 104
Denver	Yard	101 - 110, 124 - 130, 145 - 146

SSI - Switch Control/Monitoring Systems
- Turnouts Equipped with Two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derail):
  - MP 458.1 Pawnee Jct
  - MP 501.9 CP 5019
  - MP 502.3 CP 5023

Test Miles
MP 144.0 to MP 145.0
MP 467.0 to MP 468.0
MP 532.0 to MP 533.0

Flash Flood Critical Areas
MP 229.4 to MP 225.9
UP MP 75.0 to UP MP 81.1
MP 138.6 to MP 140.5
MP 0.0 to MP 2.0 Market Spur

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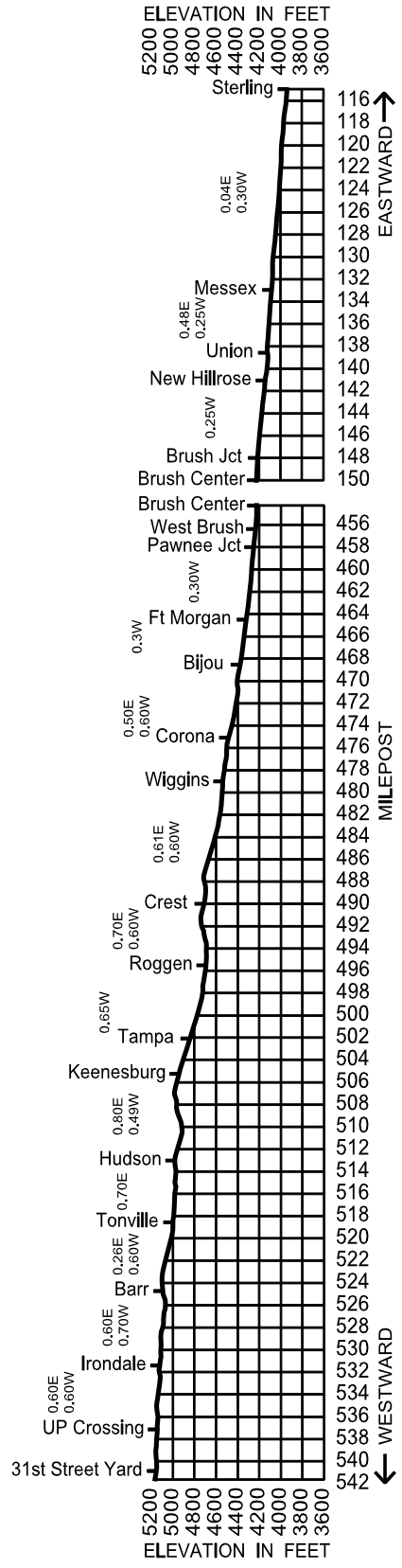
8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
21	Sterling to Brush Center	
2	Brush Center to 31st St Yard	
135	31st St Yard to 20th St	
Yard Line Segments		
496	Jersey Cut Off	
901	38th to 31st St	
904	Market Street Line	
907	Sterling	
908	Brush	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
84109	Old Hillrose	142.1	300	East
20894	Pawnee	459.0	370	East
20898	Moseley	462.1	750	West
20899	Excel	462.8	750	West
20901	F. Morgan Sugar Factory	464.7	2,500	East
20949	Rescar	512.2	7,000	Both
20971	Commerce City	534.9	600	East
20973	Sand Creek	536.9	12,000	Both
	Coal 1	540.1	10,000	Both
	Coal 2	540.1	10,000	Both

10. Grade Chart



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Butte Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
		30364	365.6	ALLIANCE	BT		4	0.3	
End Butte Sub MT, MP 365.9; Connection with Sand Hills Sub MT, MP 364.1, 1.8 miles East of End MT via GCOR/MWOR 6.28									
			365.9	EMERSON Adj. Sub: Angora. MP 365.9	JX(2)	CTC		0.3	
			366.2	THIRD STREET Adj. Sub: Angora, MP 366.2	JX			2.5	
			368.7	MP 368.7		CTC 2 MT		0.5	
			369.2	WEST ALLIANCE				7.0	
		30374	376.2	BEREA		CTC		9.0	
		30383	384.6	HEMINGFORD				2.2	
			386.8	CROSSOVER 386.8	X			5.4	
			392.2	CROSSOVER 392.2	X(2)			8.3	
			400.5	MP 400.5	X(2)			7.9	
			408.4	CROSSOVER 408.4	X			1.3	
	10,227	30409	409.7	BELMONT	X			10.1	
			419.8	CROSSOVER 419.8	X(2)	CTC 2 MT	4	3.2	
		30422	423.0	CRAWFORD	BX			0.6	
			423.6	MP 423.6	X			1.9	
			425.5	MP 425.5	X			10.1	
			435.6	MP 435.6	X(2)			9.6	
			445.1	CROSSOVER 445.1	X(2)			6.1	
		30449	451.2	ARDMORE				7.6	
	14,167	30457	458.8	RUMFORD		CTC		6.4	
		30466	465.2	PROVO				7.0	
			472.2	MP 472.2	X(2)			3.0	
			475.2	EAST EDGEMONT		CTC 2 MT		0.9	
		30475	476.1	EDGEMONT	BT			110.9	
Adjoining Sub: Black Hills Subdivision Boundary: Butte, MP 476.1 / Black Hills, MP 476.1 Information for Edgemont is located in the Black Hills Sub Timetable									

Mountain Continental Time in effect on Butte Subdivision

Radio Call-In		
Radio Channel 070 in service at Alliance Yard		
Radio Channel 087 in service: Westward: W. Alliance to Edgemont Eastward: Edgemont to Berea		
Alliance West - 20(X)	Belmont - 21(X)	Crawford - 25(X)
Edgemont W - 24(X)		
Radio Channel 063 in service Hemingford to Crawford for Switching		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9		

Alliance Terminal Radio Channels
Channel 049 in service for switching operations in South Yard. The repeater switching channel for programmable radios is 015-049.
Channel 059 in service inside designated Mechanical Limits.
Channel 070 all radio transmissions between inbound/outbound trains and the Yardmaster or Diesel Tower, except in an emergency situation or as directed by the Yardmaster.
Channel 078 in service for switching operations in North Yard. The repeater switching channel for programmable radios is 075-009.
Channel 096 in service for taxi and crew vans.

Dispatcher Information
817-867-7078, Fax 817-352-7057

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 365.9 to MP 476.1	60	45

Temperature Restrictions
Contact the train dispatcher if in doubt of the temperature.
Notify the train dispatcher when the train is restricted.

MP 365.9 to MP 476.1, - 10 degrees F & under	45	30

1(B). Speed—Permanent Restrictions

	Frt
MP 365.9 to MP 366.2	10
MP 393.6 to MP 400.4	40
MP 408.4 to MP 412.8	30
MP 412.8 to MP 414.1	20
MP 414.1 to MP 418.8	25
MP 418.8 to MP 423.6	40
MP 438.6 to MP 446.0	50
MP 466.7 to MP 474.8	45
MP 474.8 to MP 476.1	35

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Frt Under 100 TOB	Frt 100 TOB & Over
MP 368.7, turnouts	25	25
MP 369.2, West Alliance, crossover turnouts	25	25
MP 376.2, Berea	35	25
MP 384.6, Hemingford	35	25
MP 386.8, crossover turnouts	25	25
MP 392.2, crossover turnouts	25	25
MP 400.5, crossover turnouts	50	40
MP 408.4, all turnouts	25	25
MP 409.7, Belmont, all turnouts	25	25
MP 419.8, crossover turnouts	25	25
MP 423.0, Crawford, all turnouts	25	25
MP 423.6, crossover turnouts	25	25
MP 425.5, crossover turnouts	40	25
MP 435.6, crossover turnouts	50	40
MP 445.1, crossover turnouts	40	25
MP 451.2, Ardmore	40	25
MP 458.8, Rumford, siding turnouts	35	25
MP 465.2, Provo	50	40
MP 472.2, crossover turnouts	35	35

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1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
Light engines all tracks in Alliance Terminal outside Mechanical department limits, not including switches and turnouts	20	20
Tracks 100, 101 and 102 from Emerson (MP 365.9) to E. Alliance (MP 364.0) including turnouts and 102/103 switch	20	20
Old East Alliance hand throw crossover from Track 101 to Track 102 including turnouts	20	20
Engine Servicing Tracks Old Trinidad Bean Spur (Track 310)	5	5
Bean Spur Tracks 1 through 4 (Tracks 131-134)	5	5
Casey 1 and Casey 2 (Tracks 286 and 287)	5	5
Alliance, Switch Engine Spur at 30 Shanty (Track 285)	5	5
Alliance, South Engine Tie-Up Track at 59 Shanty (Track 227)	5	5
Alliance, South Storage Track at 59 Shanty (Track 235)	5	5
Alliance, Track 114 and 116	5	5
Crawford Track 2	5	5

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

East Alliance to Edgemont ..... 143 tons, Restriction C

Location	Track Name	Track No.
Six-axle locomotives exceeding 186 tons are not permitted west of west derail on:		
	Old Trinidad Bean Track	310
Locomotives are not permitted west of CMR boxcar on:		
	Middle City Track	312

3. Type of Operation

Main Track

MP 365.9 to MP 366.2	CTC
MP 366.2 to MP 376.2	CTC, 2 MT
MP 376.2 to MP 384.6	CTC
MP 384.6 to MP 451.2	CTC, 2 MT
MP 451.2 to MP 465.2	CTC
MP 465.2 to MP 476.1	CTC, 2 MT

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect:

- Positive Train Control (PTC) MP 365.8 to MP 384.7
- Hy-Rail Limits Compliance System (HLCS)

GCOR/MWOR 6.19, Flag Protection—When flagging is required, distance will be 2.0 miles.

GCOR/MWOR 8.20, Derail Location and Position—Crossover MP 425.5—Derails on MT1 and MT2 Crawford Helper Pocket—tracks will be left locked in “non-derailing” position except when engines or cars are left unattended on those tracks.

ABTH 102.12.1—When utilizing HelperLink equipped locomotives in Helper Service, after coupling to train to be assisted, the Road Engineer on the lead consist of the train will Arm the ETD on the Helper Locomotive with the assistance of the Helper Engineer. Once the ETD is armed, an Emergency Application is required utilizing the Emergency Switch on the Lead Locomotive as outlined in ABTH 102.13.5 and Helper Engineer verifies upon visual inspection that Helper Locomotive Brakes apply. After successful test and air is recovered on Helper Locomotive Consist, train may depart once brake release is verified by visual inspection. Operation of Helpers and Helper Link instructions for this Subdivision are found in the current General Notice.

Helping Stalled DP Trains—Stalled distributed power trains that must add helpers to the head end of the train under the direction of the Butte Sub Operating Officer are to operate as outlined below.

ABTH Rules 102.12.3, 102.12.4, and 102.12.5 are amended only for this specific move to read:

ABTH Rule 102.12.3—Manned Helper Added to Head End of Train—When a manned helper is coupled on the head end of the train, the helper engineer will transfer control of the air brakes (and the throttle with MU cable) to the road engineer as follows:

1. Before opening angle cocks between the road locomotive and the manned helper, the engineer on the helper locomotive will:
   a. Communicate with the road engineer to determine the brake pipe reduction currently applied to the train.
   b. The helper engineer must make a reduction 2 psi more than the current reduction applied to the train.
   c. After brake pipe exhaust has ceased, cut out the automatic brake valve and place handle in the release position.
   d. Notify the engineer on the road locomotive of the amount of the brake pipe pressure reduction
   e. The independent brake valve must be left cut in on the helper locomotive. Place the independent brake valve handle in the release position and actuate to fully release the brakes on the helper locomotive consist.
2. The engineer on the road locomotive will:
   a. After opening the angle cocks between the helper and the road locomotive, increase brake pipe reduction to at least 20 psi and helper crew will observe that brakes apply on helper consist by visual inspection.
   b. When train is ready to depart, perform DP train check to check brake pipe continuity as brakes are released as per ABTH Rule 105.4 Also observe by visual inspection that brakes release on helper consist.

ABTH Rule 102.12.4—Manned Helper Removed From Head End of Train—When a manned helper will be detached from the head end of the train do the following:

1. The engineer in control of the road locomotive will:
   a. Make not less than a 6 psi brake pipe reduction.
   b. Notify the helper engineer when ready to detach the manned helper after closing the angle cocks between the helper consist and the road locomotive and removing the MU cable.
2. The helper engineer will cut in the Automatic Brake Valve after the angle cocks are closed between the consists.
3. After the helper consist is detached, the Engineer on the road locomotive will increase the brake reduction on the train to not less than 15 psi before the train departs.

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ABTH Rule 102.12.5—Operating Responsibilities with Manned Helper—When adding helpers to the head end of a DP train, the control of all locomotives coupled together must be transferred to the DP road locomotive engineer by plugging in the MU cable, whenever practicable. When more than one locomotive is attached to a train, the engineer of the DP road locomotive must control the train's air brakes. The engineer in the lead locomotive consist is in charge of train movement. The engineer in charge will communicate with and direct the engineer on the DP road locomotive as follows:

1. Identify speed restrictions and locations where a stop is to be made at least 2 miles in advance.
2. Communicate clearly the name or aspect of signals affecting the train's movement as soon as the signals become visible or audible.

Note: The helper engineer will be responsible to comply with whistle requirements and may utilize the ABV handle, even though cut out, to initiate an emergency application of the brakes should any emergency situation occur requiring this action. The speed limit for a train in this configuration must not exceed 20 MPH.

5. Trackside Warning Devices (TWD)

MP	Device	Recall Code	Notes
Type B. Locations			
367.9	DED		Exception reporting
374.4	DED		Exception reporting
379.6	DED		Exception reporting
386.8	DED		Exception reporting
390.4		208	Exception reporting
394.0	DED		Exception reporting
401.0	DED		Exception reporting, MT2
406.2		218	Exception reporting
412.7	DED		Exception reporting
414.2	DED		Exception reporting
417.6	DED		Exception reporting
422.4	DED		Exception reporting
428.2		258	Exception reporting
433.0	DED		Exception reporting
439.5	DED		Exception reporting
443.0	DED		Exception reporting
449.1	DED		Exception reporting
454.4		238	Exception reporting
459.5	DED		Exception reporting
463.8	DED		Exception reporting
468.6		308	Exception reporting

6. FRA Excepted Track—None

7. Special Conditions

Alliance Terminal Instructions
Prior to occupying switching leads, or fouling adjacent tracks, permission must be obtained from the yardmaster.

Trains Departing Alliance on Butte Subdivision—The following stretch brake method will be used for all trains departing Alliance Yard onto the Butte Subdivision from either leg of the wye.

DP Trains:
While operating in independent control (screen split), ensure power and proper direction of travel of remote unit as prescribed by 2nd paragraph of ABTH Rule 105.9. Once both are verified, return remote unit to idle and depart using head end power only until entire train is clear of Third Street.

All Trains:
Except when an emergency exists, if required to stop before the entire train is clear of the wye, use the following procedure to control slack action:

1. If in a throttle position higher than 3, reduce throttle to 3 or below.
2. Make a minimum brake pipe reduction and ACTUATE.
3. After the initial brake pipe reduction and the train slack has adjusted, throttle must be gradually reduced to IDLE position.
4. The independent brake must not be allowed to apply while still in power.
5. As the train comes to a stop, make a final brake pipe reduction and allow the locomotive brakes to apply.

All trains setting out bad order cars using the Wye, whether North Yard or South Yard, must not kick cars. All cars must be shoved to the set out track and the above instructions for stopping their train apply.

Alliance Diesel Pit Instructions—Contact the Diesel Pit Foreman on radio channel 059 (or 070 if 059 not available) before arrival at the Pit (including 400's, 600's, Departure Track, and 160 track) and ascertain if power is ready to move and be governed by Foreman's instructions before boarding and moving equipment. When operating locomotives within these areas use radio channel 059 if available.

Alliance Designated Mechanical Limits—The following designated limits are under the exclusive control of the Mechanical Department:

Diesel Pit and Diesel Shop:
- Trackage East of North gate derail and blue light
- Trackage West of Steel Track derail and blue light
- Trackage West of East gate derail and blue light
- Trackage East of Departure Track derail and blue light
- Trackage East of West Diesel Shop Derail and blue light

Car Shop:
- Trackage West of East Car Shop, 500 Lead Switch and blue light
- Trackage East of West Car Shop 503, 504, 505, 506, and 507 Switch and blue light

Blue Light:
- The Blue Light located on the West End between tracks 506 and 507 will govern movements on track 506.
- The Blue Light located on the West End between tracks 507 and 500 lead will govern movement on track 507.
- The Blue Light located approximately 120 feet west of the 500 Lead Track Switch between the South Runaround and the 500 Lead Track governs movement into the 500 tracks.

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Heating Plant:
- Trackage East of West Heating Plant Switch and blue light

South Yard:
- Trackage between the derails on track 761
- South Pump 513
- North Pump 514
- South Engine Tie Up 227
- South Engine Storage 235

Radio Communication at Diesel Pit and Shop Areas—All inbound engines coming into the Mechanical Facility using East Gate, West Gate, or Steel Track must use the telephones located at the Blue Light when communicating with the Diesel Tower Foreman for an inbound track. When entering the Mechanical Facility via the departure track, crew must contact the Diesel Tower by radio on channel 059 (160.975).

Inbound coal trains, upon leaving Berea, will contact North Yardmaster to allow timely communication to the Mechanical Dept. for positioning of required train inspections.

Jelinek Spur—Cars must not occupy east 300 feet of Jelinek Spur without track bulletin protecting close clearance on MT1 Track. To spot Co-op industry, the Jelinek electric lock must be used. When spotting cars on the Jelinek Spur, all cars must be walked in or out. Riding cars is not permitted account no clearance. Train line air must be cut into cars handled on this track.

Watch out for close clearance between MT1 and Jelinek Spur at Third Street, MP 366.2. There is no room for employees to ride equipment account track centers at this location are 13 feet.

Berea—Cars must not occupy west 500 feet of elevator track without track bulletin protecting close clearance on main one.

Belmont—Cars left on the storage track must be left east of the back track so track machines can be moved.

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

SSI—Switch Control/Monitoring Systems
- Turnouts Equipped with two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derail):
  - MP 368.7 Switches are equipped with split point derails
  - MP 400.5
  - MP 408.4 Belmont
  - Crawford between No. 2 track switch and MT1, MP 423.1. Targer will display red only when lined for MT1.
  - MP 423.6
  - MP 425.5
  - MP 435.6
  - MP 472.2
- ICS in effect:
  - MP 400.5 *
  - MP 423.6
  - MP 425.5
  - MP 435.6 *
  - MP 472.2 *

  * Denotes all crossover switches within control point are ICS.

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Alliance Yard	Conoco Bldg MP 366.3	100	Building
	Old Bean Track	310	Building
	Westco	314	Building
	Jelinek Spur	315	Building
	Kelly Bean	316	Shed/poles
	New Alliance Bean	317	Building
	East Dock	508	Dock
	Wrecker Track	510	Building
	Coal Plant	511	Building
	T310	512	Building
	South Pump	513	Rig platform
	North Pump	514	Rig platform
	South Oil Dock	516	Dock
Crawford	MP 422.2	MT1	Bridge pillar
Hemingford	Stock Track	1404	Building
Berea	Elevator Track	1201	Elevator

Close Track Centers

Location	Track Name	Track Nos.
Alliance	Yard	126-127
Alliance Diesel		606-607, 9948-9949, 9952-9953, 9968
Crawford	Yard	1802-1803

Test Mile
MP 366.3 to MP 367.3
MP 371.0 to MP 372.0
MP 389.0 to MP 390.0
MP 433.0 to MP 434.0
MP 461.0 to MP 462.0

8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
4	E Alliance to Edgemont	
Yard Line Segments		
890	Alliance	
891	Alliance Shop	

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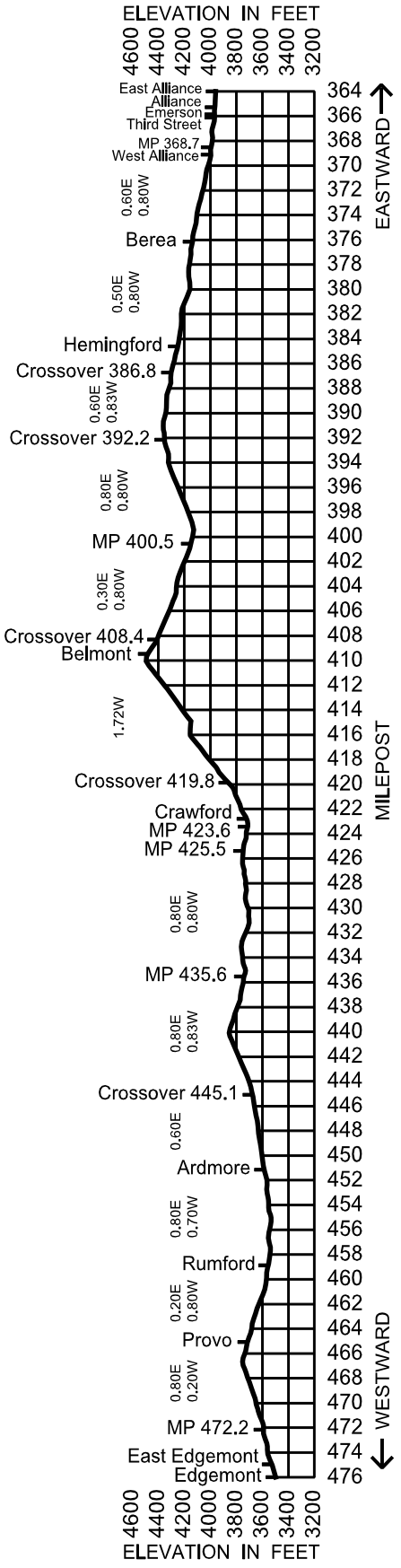
9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
30374	Berea Elevator Trk 1201 - MT1	375.5	400	East
30374	Berea Spud Trk 1202 - MT1	376.1	600	West
30380	Nida 1301	381.5	1,750	West
30383	Hemingford Mill Trk 1 1401	384.4	4,250	Both
30383	Hemingford Mill Trk 2 1402	385.0	4,000	Both
30383	Hemingford Mill Trk 3 1403	385.0	750	East
30383	Hemingford Stock Trk 1404	385.0	1,250	Both
30383	Hemingford Old EWD SDG 1407	385.0	1,150	East
30383	Hemingford Certified Spur 1405	384.4	350	East
30390	Nonpareil Old Pass 1501 - MT2	391.2	3,750	Both
30390	Nonpareil Back Trk 1502 - MT2	391.2	500	Both
30399	Marsland Back Trk 1601 - MT1	400.8	850	West
30409	Belmont Storage Trk 1797 - MT2	409.0	7,500	Both
30409	Belmont Back Trk 1701 - MT2	409.6	1,350	Both
30422	Crawford Pocket Trk 1807	422.5	950	Both
30422	Crawford #1 1801	422.8	250	East
30422	Crawford #2 1802	422.8	1,500	Both
30422	Crawford #3 1803	422.8	1,400	East
30422	Crawford #4 1804	422.8	1,500	East
30422	Crawford #5 1805	422.8	500	East
30422	Crawford House Trk 1808 - MT2	422.7	1,050	East
30422	Crawford Team Trk 1810 - MT2	422.7	200	East
	Horn Stub Trk 1811 - MT1	425.5	750	East
	Horn Stub Trk 1812 - MT2	425.5	750	East
30436	Joder Back Trk 1902 - MT2	437.1	600	Both
30436	Joder Back Trk 1901 - MT1	436.1	600	West
30449	Ardmore Back Trk 2001 - MT1	450.1	850	East
30457	Rumford 2101 - SDG	458.7	400	Both
30466	Provo Back Trk 2201 - MT1	466.7	750	East

10. Grade Chart



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Campbell Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
Adjoining Sub: Black Hills Subdivision Boundary: Campbell, MP 0.0 / Black Hills, MP 588.2									
		30588	0.0	CAMPBELL	JT	CTC 2 MT	188	0.5	
			0.5	EAST FORTIN				1.6	
		33302	2.1	WEST FORTIN				0.9	
		33003	3.0	CLOVIS POINT JCT (To Clovis Point 1.6)		CTC		3.0	
		33306	6.0	FT UNION JCT (To Ft Union 1.0)				1.9	
		33307	7.9	DRY FORK (To Dry Fork 0.7)				1.6	
		33309	9.5	EAGLE BUTTE JCT (To Rawhide 1.7) (To Eagle Butte 4.5) (To Buckskin 6.6)				9.5	
Subdivision Boundary: Campbell, MP 9.5 / End MT									

Mountain Continental Time in effect on Campbell Subdivision

Radio Call-In
Radio Channel 085 in service Campbell to Eagle Butte Jct.
Donkey Creek - 33(X)
Emergency - Call 911
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5

Dispatcher Information
817-867-8080 or 817-352-2481, Fax 817-352-7067

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 0.0 to MP 0.5	25	25
MP 0.5 to MP 9.5	35	35

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

MP 0.5 to MP 0.2, W leg wye	10	10

Temperature Restrictions
Contact the train dispatcher if in doubt of the temperature. Notify the train dispatcher when the train is restricted.

MP 0.5 to MP 9.5, - 10 degrees F & under	35	30

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Sidings and Main Track Switches and Turnouts
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Frt Under 100 TOB	Frt 100 TOB & Over
MP 0.5, E Fortin, turnout	25	25
MP 2.1, West Fortin, turnout	25	25
MP 3.0, Clovis Pt Jct, turnout	25	25
MP 7.9, Dry Fork, turnout	25	25
MP 9.5, Eagle Butte Jct, turnout	25	25

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Campbell to Eagle Butte Jct. ..... 143 tons, Restriction A

3. Type of Operation

Main Track

MP 0.0 to MP 2.1	CTC, 2 MT
MP 2.1 to MP 9.5	CTC

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

West leg wye between East Fortin and West Campbell

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect:
- Hy-Rail Limits Compliance System (HLCS)

GCOR/MWOR 6.19, Flag Protection—When flagging is required, distance will be 2.0 miles.

ABTH 102.12.1—When utilizing HelperLink equipped locomotives in Helper Service, after coupling to train to be assisted, the Road Engineer on the lead consist of the train will Arm the ETD on the Helper Locomotive with the assistance of the Helper Engineer. Once the ETD is armed, an Emergency Application is required utilizing the Emergency Switch on the Lead Locomotive as outlined in ABTH 102.13.5 and Helper Engineer verifies upon visual inspection that Helper Locomotive Brakes apply. After successful test and air is recovered on Helper Locomotive Consist, train may depart once brake release is verified by visual inspection. Operation of Helpers and Helper Link instructions for this Subdivision are found in the current General Notice.

Safety Rule S-13.5, Getting On or Off Equipment—Supplemental Instruction: During the coal loading process at the mines, employees may get on and off moving locomotives when operating under pacesetter control at 2 MPH or less.

5. Trackside Warning Devices (TWD)

MP	Device	Recall Code	Notes
Type B. Locations			
4.7	DED		Exception reporting
9.4	DED		Exception reporting

6. FRA Excepted Track—None

7. Special Conditions

SSI—Switch Control/Monitoring Systems
- Turnouts Equipped with two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derail):
  - E Fortin

All Coal Mines—All employees of BNSF Railway and UPRR will be governed by Powder River Division Instructions on Mine Properties located in General Notice. Employees must have this notice in their possession while operating on the Campbell subdivision.

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

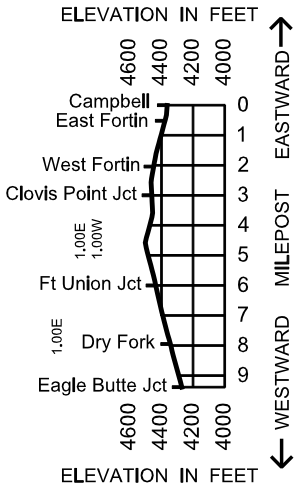
8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
188	Campbell to Eagle Butte Jct	MP 0.0 to MP 9.5
196	Clovis Point Spur	MP 3.0 to MP 6.2
171	Ft Union Spur	MP 6.0 to MP 8.5
188	Dry Fork Spur	MP 7.9 to MP 0.7
168	Buckskin Spur	MP 9.4 to MP 17.3
166	Rawhide Spur	MP 9.5 to MP 12.9
167	Eagle Butte Spur	MP 9.5 to MP 14.1

9. Other Location Information

Station No.	Name	Milepost	Capacity in Feet	Switch Opens
33303	Clovis Point 3002	3.0 Mine Property	7,000	Loop
	Clovis Point Stub Trk 3003	3.2	500	East
33306	Ft Union 2502	5.9 Mine Property	7,000	Loop
33307	Dry Fork 2002	7.9 Mine Property	7,000	Loop
33309	Eagle Butte 501	9.4	7,000	Loop
	Helper Spur 504	9.4 Mine Property	100	West
33308	Buckskin 1502	9.4	7,000	Loop
	Buckskin Siding 1503	9.4	6,000	Both
33310	Rawhide 1101	9.4	7,000	Loop

10. Grade Chart



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Canyon Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
Adjoining Sub: Valley Subdivision Boundary: Canyon, MP 90.4 / Valley, MP 90.4									
			90.4	EAST GUERNSEY	R	RL	5	4.6	
		32129	95.0	GUERNSEY	BRT	RL 2 MT		0.6	
			95.6	WEST GUERNSEY	R	RL		0.4	
			96.0	MP 96.0		CTC		1.7	
			97.7	EAST STOKES		CTC 2 MT		3.1	
			100.8	WEST STOKES		CTC		2.5	
4,667	32137	103.3	WENDOVER Adj. Sub: Front Range, MP 103.4	JT	CTC			4.5	
			107.8	EAST CASSA		CTC 2 MT		3.2	
	32145	111.0	CASSA					0.7	
		111.7	WEST CASSA		CTC			6.8	
	32152	118.5	EAST ELKHORN		CTC 2 MT			4.3	
		122.8	WEST ELKHORN		CTC			5.6	
		128.4	MP 128.4					2.9	
		131.3	CROSSOVER 131.3	X(2)	CTC 2 MT			1.9	
		133.2	BRIDGER JCT	JT				42.8	
Adjoining Subs: Casper & Orin Subdivision Boundary: Canyon, MP 133.2 / Casper, MP 133.2 / Orin, MP 127.3									

Mountain Continental Time in effect on Canyon Subdivision

Radio Call-In	
Radio Channel 045 in service at Guernsey Yard	
Radio Channel 066 in service E. Guernsey to Bridger Jct.	
Wendover - 84(X)	Bona - 85(X)
Emergency - Call 911	
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5	

Dispatcher Information
817-867-8076 or 817-352-6180, Fax 817-352-6260

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 90.4 to MP 95.6	30	30
MP 95.6to MP 133.2	50	45

Temperature Restrictions
Contact the train dispatcher if in doubt of the temperature. Notify the train dispatcher when the train is restricted.

MP 95.6 to MP 133.2, - 10 degrees F & under	45	30

1(B). Speed—Permanent Restrictions

	Frt
MP 93.5 to MP 93.7, MT1 and MT2 through fuel platform area until entire movement clears the area	10
MP 95.6 to MP 101.7	25
MP 101.7 to MP 115.0	35
MP 107.8 to MP 111.7, MT2	25
MP 125.2 to MP 127.5	35

1(C). Speed—Sidings and Main Track Switches and Turnouts
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Frt Under 100 TOB	Frt 100 TOB & Over
MP 95.6, W Guernsey, turnout	25	25
MP 97.7, E Stokes, turnout	25	25
MP 100.8, W Stokes, turnout	25	25
MP 102.3, E Wendover, turnout	25	25
MP 103.4, W Wendover, turnout	25	25
MP 107.8, E Cassa, turnout	25	25
MP 111.7, W Cassa, turnout	25	25
MP 118.5, E Elkhorn, turnout	25	25
MP 122.8, W Elkhorn, turnout	25	25
MP 128.4, turnout	40	25
MP 131.3, crossover turnouts	50	40

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

Guernsey Yard (Between MP 90.4 and MP 95.6), lite engine consists operating on other than main tracks (excluding switches, turnouts and within Mechanical Limits)	20	20
Empty WWD unit trains between MP 90.4 and MP 91.2, on East Yard Lead, Guernsey Yard	20	20

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Guernsey to Wendover ..... 143 tons, Restriction B
Wendover to Bridger Jct..... 143 tons, Restriction A

3. Type of Operation

Main Track

MP 90.4 to MP 93.9	RL
MP 93.9 to MP 95.4	RL, 2 MT
MP 95.4 to MP 95.6	RL
MP 95.6 to MP 97.7	CTC
MP 97.7 to MP 100.8	CTC, 2 MT
MP 100.8 to MP 107.8	CTC
MP 107.8 to MP 111.7	CTC, 2 MT
MP 111.7 to MP 118.5	CTC
MP 118.5 to MP 122.8	CTC, 2 MT
MP 122.8 to MP 128.4	CTC
MP 128.4 to MP 133.2	CTC, 2 MT

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect:
- Hy-Rail Limits Compliance System (HLCS)

GCOR/MWOR 6.19, Flag Protection—When flagging is required, distance will be 2.0 miles.

GCOR 6.21.3, Track Obstruction / Unusual Condition—When a train is advised in the words, “Between (location) and (location) be governed by Rule 6.21.3”, within specified limits, train must not exceed 20 MPH, watching out for slide, rock, washout or debris on track.

Train crews are reminded to regulate speed where visibility is limited (ex. curvature of track, weather, etc.)

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GCOR/MWOR 8.3, Main Track Switches—the following switches may be left locked in the position last used:
MP 95.45—Track 201
MP 95.4—MT1 and MT2 West End
MP 94.1—West Crossover MT1 to track 201
MP 93.7—East Crossover MT1 to the Lead
MP 93.6—MT1 and MT2 East End
MP 91.8—Crossover from the MT to 281 track
MP 91.2—Crossover from the MT to the east yard Lead

Trains, engines and on-track equipment must approach these switches expecting to find them lined against their movement.

5. Trackside Warning Devices (TWD)

MP	Device	Recall Code	Notes
Type A. Locations Protecting Bridges, Tunnels or Other Structures			
112.1		198	
Type B. Locations			
112.1		198	
116.6	DED		Exception reporting
120.6	DED		Exception reporting
126.3		687	Exception reporting
129.8	DED		Exception reporting

6. FRA Excepted Track—None

7. Special Conditions

Guernsey—Road crews are required to communicate with the Guernsey Yardmaster on channel 045 for instructions when entering, departing, or moving within Guernsey Yard. Yard switch crews will operate on channels 021 and 059 as designated by the Guernsey Yardmaster. Channel 016 is in effect at the Guernsey Diesel Facility. All movements entering, departing, or within the Diesel Facility must communicate with the Diesel Shop Foreman on channel 016. Yard Carmen will communicate on channel 074.

Wendover—The main track, siding, east and west legs of wye, tracks 405, 406, 497, 498 and 499 within restricted limits at Wendover are under the jurisdiction of the Front Range Dispatcher. All other tracks, excluding the CTC Main Track within the confines of Wendover are under the jurisdiction of the Guernsey Yardmaster.

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

Double Stack and Boeing Cars—Trains handling double stack cars and Boeing cars will not exceed 10 MPH at the following locations while operating through tunnels No. 1 and No. 3.
Between MP 96.5 and MP 97.5
Between MP 101.1 and MP 101.6

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

SSI—Switch Control/Monitoring Systems

- Turnouts Equipped with two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derail):
  - MP 128.4
  - MP 131.3 crossover
- ICS in effect:
  - MP 131.3 *

* Denotes all crossover switches within control point are ICS.

Test Mile
MP 120.0 to MP 121.0

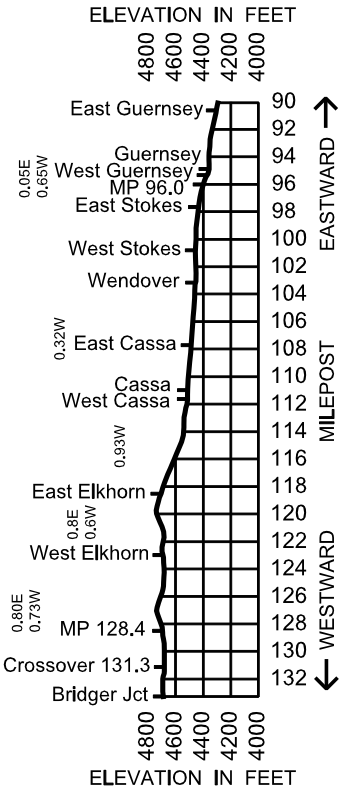
8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
5	E Guernsey to Bridger Jct	MP 90.4 to MP 133.2
Yard Line Segments		
893	Guernsey	
Ballast Pit		
899	Guernsey	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
32145	Cassa Setout Trk 597	111.6	1,400	East
32153	Glendo Setout Trk 690	119.6	800	West
32152	Elkhorn Setout Trk 697	119.9	900	West

10. Grade Chart



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SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Casper Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTHWARD
Adjoining RR: MRL Subdivision Boundary: Casper, MP 514.5 / MRL, MP 514.5									
		30855	514.5	LAUREL	BR	RL		8.5	
	5,169	32541	506.0	SILESIA				12.3	
	4,882	32528	493.7	FROMBERG				6.9	
		32521	486.8	EAST BRIDGER				10.7	
	8,111	32511	476.1	WADE				10.8	
		32499	465.2	LIMESTONE				6.1	
	4,584	32493	458.9	FRANNIE Adj. Sub: Cody, MP 458.1 Information for Frannie is found in the Cody sub timetable.	JT	TWC		6.3	
		32487	452.9	DEAVER				5.8	
		32481	447.2	COWLEY				5.4	
		32476	441.7	LOVELL				9.9	
	7,092	32466	431.7	KANE				9.8	
		32456	422.0	HIMES				6.6	
	4,142	32450	415.3	SPENCE				11.5	
	5,952	32438	403.9	GREYBULL	BR	RL		7.8	
		32431	396.2	BASIN				8.9	
	3,410	32422	387.2	MANDERSON				11.1	
		32411	376.7	DURKEE				7.8	
		32403	368.4	WORLAND				8.5	
	7,641	32394	359.9	PULLIAM				11.8	
	3,685	32382	348.0	KIRBY				4.9	
	2,948	32377	343.1	LUCERNE			5	7.1	
		32370	336.0	THERMOPOLIS				4.4	
		32366	331.7	MINNESELA				8.7	
		32358	323.2	DORNICK				8.0	
	5,094	32349	314.7	PIPER		TWC		10.8	
	8,424	32339	304.0	BONNEVILLE				0.5	
		32338	303.9	SHOBON Adj. RR: BDW, MP 303.7	J			13.4	
	6,360	32325	290.4	GATE				7.9	
		32314	282.5	LOST CABIN Adj. RR: BDW, MP 282.5	J			8.7	
		32307	273.8	MADDEN				13.5	
	6,592	32294	260.4	ARMINTO				19.0	
	7,993	32275	241.5	POWDER RIVER				17.6	
	3,994	32257	223.9	BUCKNUM				10.6	
	5,663	32247	213.0	BISHOP Adj. RR: BDW, MP 212.4	J			11.1	
		32236	202.2	CASPER	BR	RL		24.0	
	5,290	32212	178.2	GLENROCK				7.2	
		32205	171.0	CLAYTON				12.5	
	5,490	32192	158.6	RICHARDS		TWC		9.8	
	4,015	32182	148.8	DOUGLAS				14.4	
	5,422	32167	134.4	ORIN	R	RL		1.2	
		32166	133.2	BRIDGER JCT.	JR	CTC		382.3	
Adjoining Subs: Canyon & Orin Subdivision Boundary: Casper, MP 133.2 / Canyon, MP 133.2 / Orin, MP 127.3									

Mountain Continental Time in effect on Casper Subdivision

Radio Call-In		
Radio Channel 044 in service Laurel to Bridger Jct		
Laurel – 53(X)	Bridger – 55(X)	Frannie – 50(X)
Lovell – 43(X)	Greybull – 58(X)	Basin – 48(X)
Worland – 56(X)	Thermopolis – 59(X)	Dornick - 45(X)
Boysen North – 54(X)	Boysen Tunnel - 47(X)	Bonneville – 51(X)
Lysite – 49(X)	Arminto – 57(X)	Powder River – 46(X)
Casper – 53(X)	Glenrock – 64(X)	Douglas – 61(X)
Bridger Jct - 62(X)		
Radio Channel 070 in service Limestone to Stucco for Switching		
Radio Channel TX 088/RX 014 in service Greybull Yard		
Radio Channel TX 048/RX 088 in service in Casper Yard		
Emergency – 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		

Dispatcher Information
817-867-7093, Fax 817-352-7070

MRL Dispatcher, company line 8-523-1562 or 8-523-1463

1. Speed Regulations

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

1(A). Speed—Maximum

	Frt	
Main Track	**Under 100 TOB**	**100 TOB & Over**
MP 514.5 to MP 133.2	49	49

1(B). Speed—Permanent Restrictions

	Frt
MP 514.5 to MP 513.0	25
MP 506.0 to MP 505.7	40
MP 501.6 to MP 501.4	30
MP 498.4 to MP 498.2	40
MP 466.1 to MP 465.3	40
MP 438.9 to MP 438.6	35
MP 425.0 to MP 424.0	30
MP 424.0 to MP 423.4	10
MP 420.5 to MP 418.6	40
MP 414.4 to MP 413.5	30
MP 399.9 to MP 399.6	40
MP 338.5 to MP 316.4	30
MP 226.3 to MP 204.5	40
MP 196.8 to MP 199.3, HER	20

1(C). Speed—Sidings and Main Track Switches and Turnouts
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Frt	
	Under 100 TOB	**100 TOB & Over**
MP 133.2, Bridger Jct, turnout	25	25

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

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2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Laurel to Bridger Jct ..... 143 tons, Restriction A

Location	Track Name	Track No.
Only one six-axle locomotive or six-axle derrick is permitted on:		
Worland	Crown Cork and Seal	4201

3. Type of Operation

Main Track

MP 514.5 to MP 513.1	RL
MP 513.1 to MP 406.6	TWC
MP 406.6 to MP 402.6	RL
MP 402.6 to MP 204.5	TWC
MP 204.5 to MP 200.0	RL
MP 200.0 to MP 136.0	TWC
MP 136.0 to MP 133.2	RL
MP 133.2	CTC

4. Subdivision Specific Rules Information

GCOR 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Worland, WY	368.41**	Big Horn Ave
	368.25**	Culbertson Ave
	368.01**	Howell St
	367.72**	Washakie Ave

** Automated Horn System (AHS)- AHS includes a wayside horn, activated by the approaching train, which sounds a warning in conjunction with the automatic crossing devices. When the crossing signals are activated, the AHS will automatically sound a horn at the crossing. To confirm the AHS is functioning, an indicator flashes at the crossing. After the indicator is observed to be flashing, whistle signal Rule 5.8.2(7) is no longer required.

The train horn must be sounded if the wayside horn indicator is not visible approaching the crossing or if the wayside horn indicator, or an equivalent system, indicates that the system is not operating as intended.

GCOR 6.2, Initiating Movement—Northbound crews out of Greybull and southbound crews out of Laurel need to obtain GTBs from the MRL Dispatcher.

GCOR/MWOR 6.19, Flag Protection—When flagging is required the distance is 2.0 miles.

GCOR 6.21.3, Track Obstruction / Unusual Condition—When a train is advised in the words, “Between (location) and (location) be governed by Rule 6.21.3”, within specified limits, train must not exceed 20 MPH, watching out for slide, rock, washout or debris on track.

Train crews are reminded to regulate speed where visibility is limited (ex. curvature of track, weather, etc.)

GCOR/MWOR 8.3, Main Track Switches—the following switches may be left locked in the position last used:

- Orin MP 134.5 and MP 135.6
- Orin switch from the north leg of the wye to the siding
- Casper main track switches at MP 200.9 and MP 202.3
- Greybull main track switches at MP 403.4, MP 403.6, MP 404.8 and MP 405.1

Trains, engines and on-track equipment must approach these switches expecting to find them lined against their movement.

5. Trackside Warning Devices (TWD)

MP	Device	Recall Code	Notes
Type B. Locations			
488.9		537	
460.9		508	
440.0		528	
417.4		527	
392.5		588	
363.3		568	
339.6		598	
310.5		518	
286.7		578	
257.9		577	
231.7		468	
192.1		928	
183.3		648	
153.5		618	

Fiber Optic Slide Detector—The Fiber Optic Slide Detector monitors the track for falling rock and debris. The Fiber Optic Slide Detector area is between MP 319 and MP 338, and consists of 19 segments defined by mileposts.

The slide detector will transmit a radio message “BNSF Milepost 319 to 338 Slide Detected” three times followed by the word “out” when any segments of the slide detector area are activated. When this radio message is received, trains and engines must move within the slide detector area limits at a speed that allows stopping within half the range of vision looking out for track obstructions and track misalignments, not exceeding 20 MPH (HER) unless otherwise notified by the train dispatcher.

The train dispatcher will contact all trains within or approaching the slide detector area as soon as practical and provide MP limits of the specific segment(s) within the slide detector area that are activated. When notified by the train dispatcher of the specific MP limits within the slide detector area that are activated, trains and engines are then restricted only within the specified limits.

After receiving MP limits of the specific segment(s) within the slide detector area that are activated from the train dispatcher, trains and engines receiving a subsequent radio message “BNSF Milepost 319 to 338 Slide Detected” are again required to move within the slide detector area limits at a speed that allows stopping within half the range of vision looking out for track obstructions and track misalignments, not exceeding 20 MPH (HER) unless otherwise notified by the train dispatcher.

A member of the train crew must advise the train dispatcher of slide conditions encountered, or that no slide conditions were encountered, within activated limits.

The train dispatcher may reset slide detector segments and relieve affected trains of detector restrictions after notification from a member of a train crew or MW track inspector that no slide conditions were found within the activated limits.

6. FRA Excepted Track—None

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7. Special Conditions

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

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

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

Piper—Sign for Southbound POS Switch at Piper is at MP 317.8.

Dave—Crews operating to or from this facility must have a copy of the current General Notice outlining instructions for spotting, servicing and reporting work.

Bridger Jct.—Southward trains at Bridger Jct. must contact the Valley Subdivision Dispatcher on channel 077 for movement on to the Canyon Subdivision.

Switching Industries—At all industries, loaded cars scheduled for pickup will be inspected by ground service personnel. If any are found to be leaking, they must be left at the plant. Report these cars as bad orders, so that they can be repaired before pick up.

SSI—Switch Control/Monitoring Systems

- Turnouts Equipped with two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derail):
  - North Natrona, dual control derail on Natrona lead to MT
  - South Natrona, dual control derail on Natrona lead to MT
  - Bridger Jct
- RCPS in effect:
  - N Sw Natrona MP 213.8
  - S Sw Natrona MP 210.6
- POS in effect

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Edgar	Co-op	3181	E side of track
Fromberg	Fromberg Elevator	3171	E side of track
East Bridger	Yellowstone Bean	3161	E side of track
Limestone	Montana Limestone	3141	E side of track, under loading tipple
		3142	Under tipple
Frannie	Wyoming Lime Producers	3130	Under loadout track
Sage Creek	Wyo-Ben	3100	Load out building track
Lovell	Western Sugar	3080	Inside sugar house
		3082	Molasses at load out
		3090	Pulp track at load out
	Big Horn Co-op	3051	Elevator track
Quality	American Colloid	3045	Hopper track north end pole
		3046	Box track building/loading dock
		3060	Cat track load out building
Baroid	BPM	3040	Load out building
		3041	Load out building
Himes	Georgia Pacific	3031	Building, lead
		3032	Building, lead
Stucco	Wyo-Ben	3020	W side of track near buildings
Magcove	MI Swaco	3001, 3010 - 3015	All tracks within the plant confines
Greybull	Cement Track	141	Load out west side
Basin	Terralogics	4272	E side of track
	Big Horn Co-op	4271	Buildings, loading dock
Durkee	Devon Energy	4256	S side of track along fuel racks
Worland	Coors Brewing	4240	Gate, building & scale house
	Black Hills Bentonite	4208	Building and load out
	Crown Cork	4201	Building
	Admiral Beverage/Big Horn Co-op	4206	E side of track
	Dow Chemical	4204	W side of track
Lucerne	Wyo-Ben	4161	Load out building track
Bucknum	Back Track	4021	May only ride car on the main line side
Casper	Western Distributors	220	Stop and dismount car before approaching cement dock
	Homax	231	Do not ride car beyond derail into industry
	Safety Kleen	234	Do not ride car beyond derail into industry
	Wyoming Recycling	236	Do not ride car beyond derail into industry
	LSI Lube Services Inc	237	Do not ride car beyond derail into industry
	House Track	246	Do not ride car beyond clearance sign to loading dock
	Homax	252	Do not ride car beyond derail into facility
	Casper Star Tribune	262	Do not ride car beyond switch to loading dock
	Black Hills Bentonite	280	Do not ride car on main line side under canopy
		281	
	Dacotach Portland Cement	301	Do not ride car beyond derail into facility
Casper	UBC Lumber	335	Do not ride car beyond gates to facility
	Nalco Chemical	345	Do not ride car beyond crossing inside facility
	Little America Refineries	360	Do not ride car beyond west crossing at facility
		361	Do not ride car beyond west crossing at facility
	Homax - Link Oil Haliburton	365	Do not ride car beyond gates to facility
	Vopak	380	Do not ride car beyond derail into facility
	Evansville Polypipe	392	Dismount car prior to passing pipe manifold in facility
Glenrock	Black Hills Lignite	5011	E end to loading dock
Clayton	Dave Johnston	5022	Dumping facility
Dave	Pacific	5097	May only ride car on MT side
Edgar	Towncospas	3181	E side of track

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Close Track Centers

Location	Track Name	Track Nos.
Frannie	Yard	3122 - 3123
Greybull	Yard	105 - 106

Test Miles

MP 386.0 to MP 385.0
MP 215.0 to MP 214.0
MP 194.0 to MP 193.0

Flash Flood Critical Areas

MP 483.0 to MP 482.5
MP 438.0 to MP 434.0
MP 428.0 to MP 405.0
MP 403.0 to MP 396.0
MP 389.0 to MP 381.0
MP 377.0 to MP 373.0
MP 336.0 to MP 318.0
MP 304.0 to MP 271.0
MP 261.0 to MP 243.0
MP 225.0 to MP 224.0
MP 187.0 to MP 175.0
MP 171.0 to MP 163.0
MP 146.0 to MP 139.0

8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
5	Laurel to Bridger Jct	
Yard Line Segments		
717	Greybull	
894	Casper	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
32534	Edgar	499.5	2,414	North
32528	Fromberg	493.7	2,000	Both
32500	Montana Limestone			
	Rock Track	466.0	20,811	Both
	Truck Track	466.0	8,561	Both
	Pass Track	465.3	1,821	Both
32500	Wyoming Lime Company	460.5	1,385	South
32493	Frannie	458.9	Yard	Both
32487	Deaver	452.9	4,044	Both
32481	Cowley	447.2	4,447	Both
32479	Sage Creek Spur	444.4	1,200	Both
32476	Lovell	441.7	1,593	Both
32476	Lovell	441.7	1,531	Both
32473	Quality 3 Tracks	438.7	1,880	Both
32468	Baroid 2 Tracks	433.7	3,500	Both
32456	Himes	422.0	3,616	Both
32446	Stucco	411.6	2,465	Both
32440	Magnet Cove	406.1	7,021	South
32431	Basin	396.2	4270	Both
32431	Basin	396.2	4271	Both
32405	Coors	372.0	1,417	Both
32403	Worland	368.4	Yard	Both
32370	Thermopolis	336.0	1450	South
32366	Minnesela	331.7	2,741	Both
32358	Dornick	323.2	4,323	Both
32318	Lysite	283.5	1,653	South
32307	Madden	273.8	3,573	Both
32269	Sodium	235.3	480	South
32247	Bishop	212.5	Yard	North
32248	Natrona	212.2	Loop	Both
32247	Bishop	210.8	Yard	South
32207	Dave 2 Tracks	173.1	6,000	South
32205	Clayton	171.0	4,075	Both
32182	Douglas	148.8	5,050	North
32167	Orin / Back Track	134.4	1,400	Both

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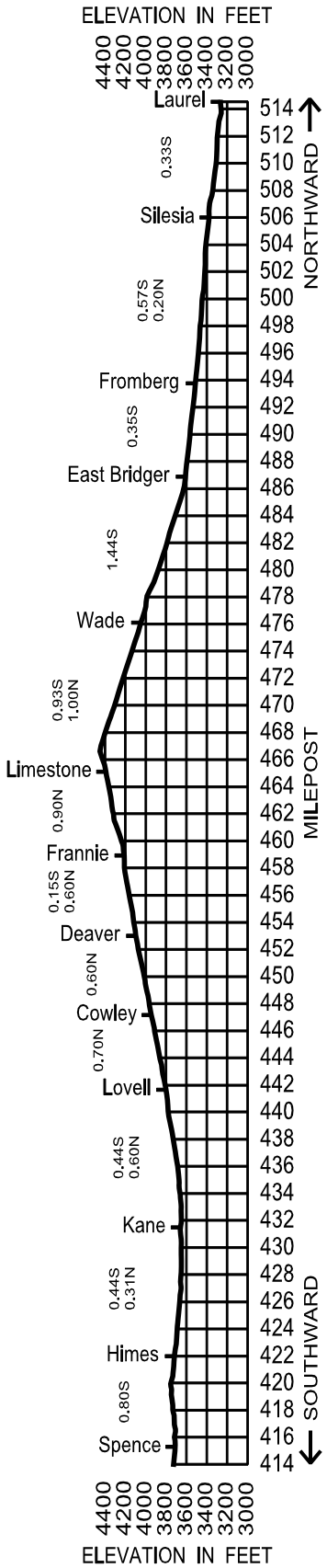
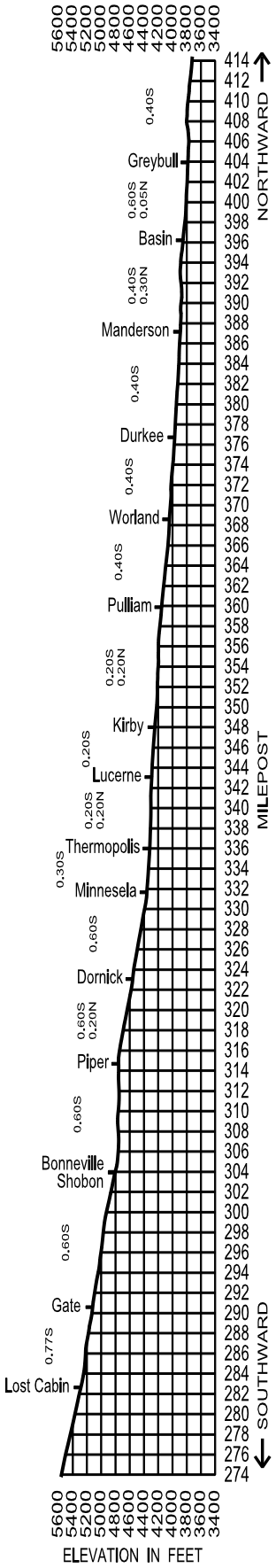
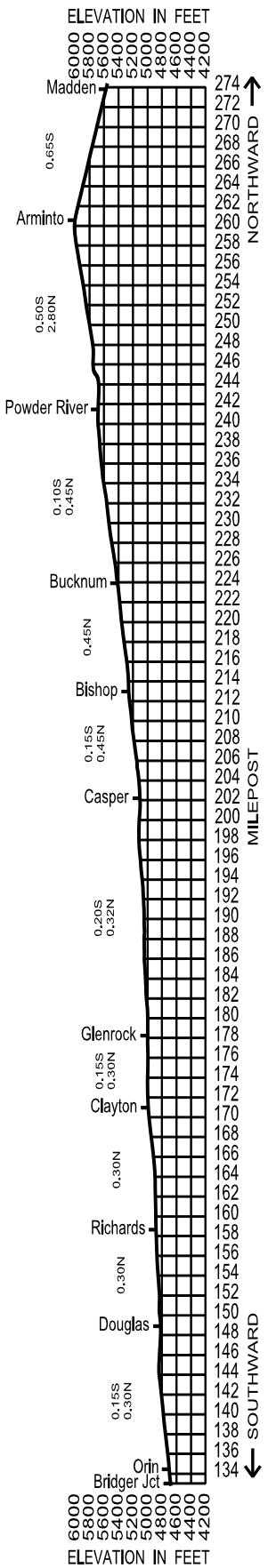
10. Grade Chart







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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Cody Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
Adjoining Sub: Casper Subdivision Boundary: Cody, MP 0.8 / Casper, MP 458.5									
		32493	0.8	FRANNIE	RJT	RL	330	13.7	
		86514	14.5	GARLAND		TWC		5.0	
		86519	19.5	POWELL				6.0	
		86525	25.5	RALSTON				17.1	
		86542	42.6	CODY	BRT	RL		41.8	
Subdivision Boundary: Cody, MP 42.7 / End MT									

Mountain Continental Time in effect on Cody Subdivision

Radio Call-In
Radio Channel 070 in service Frannie to Cody No tone-ins available
Emergency & tone-in information is located in the Casper Sub Timetable

Dispatcher Information
817-867-7093, Fax 817-352-7070

1. Speed Regulations

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

1(A). Speed—Maximum

	Frt	
Main Track	**Under 100 TOB**	**100 TOB & Over**
MP 0.8 to MP 42.7	25	25

1(B). Speed—Permanent Restrictions

	Frt
MP 0.8, Frannie, E leg wye	10
MP 20.0, Powell, Bent Street crossing, HER	10

1(C). Speed—Sidings and Main Track Switches and Turnouts
Trains and engines must not exceed 10 MPH through turnouts connected to main track unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Frannie to Cody..... 143 tons, Restriction D

Location	Track Name	Track No.
Six-axle locomotives and six-axle derricks are not permitted on:		
O'Donnell	Set Out Track	3640
Frannie		
Loaded grain trains are not permitted on:		
Frannie	East Leg Wye	

3. Type of Operation

Main Track

MP 0.8 to MP 2.0—including E and W legs of wye	RL
MP 2.0 to MP 40.6	TWC
MP 40.6 to MP 42.7	RL

4. Subdivision Specific Rules Information

GCOR/MWOR 6.19, Flag Protection—When flagging is required, distance will be 1.0 mile.

5. Trackside Warning Devices (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Garland	ADM	3610	N side of track
Powell	Sulfur Track	3631	S side of track
	Big Horn Co-op	3623	S side of track
		3625	S side of track
	Valley Bean &Simplot	3622	N side of track
		3624	N side of track
Ralston	Busch Ag	3655	Loading tipple track
Cody	Park County Redi-Mix	3701	S side of track
	Stock Track	3720	Building
	Celotex	3770	Building

Test Miles
MP 5.0 to MP 6.0
MP 38.0 to MP 37.0

8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
330	Frannie to Cody	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
85722	O'Donnell	22.5	800	Both
86525	Busch Ag Res	26.9	1,300	East

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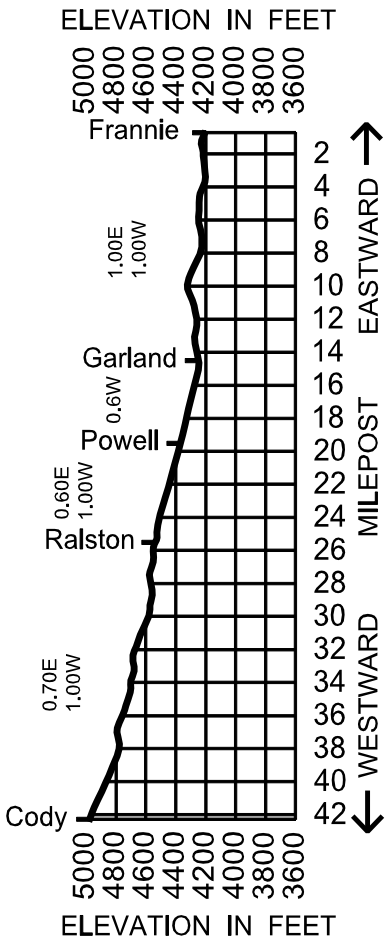
10. Grade Chart



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Dutch Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
Adjoining Sub: Big Horn Subdivision Boundary: Dutch, MP 0.0 / Big Horn, MP 689.1									
		30689	0.0	DUTCH	JT	CTC	314	14.7	
		33218	14.7	DECKER				8.1	
End MT MP 14.5, Decker to Spring Creek governed by GCOR/MWOR 6.28									
		33228	22.8	SPRING CREEK			320	22.8	
Subdivision Boundary: Dutch, MP 14.5 / End MT									

Mountain Continental Time in effect on Dutch Subdivision

Radio Call-In
Radio Channel 054 in service Dutch to Spring Creek
Dutch - 71(X)
Radio Channel 088 in service Decker Mine and Spring Creek Mine for loading
Decker - 70(X)
Emergency - Call 911
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5

Dispatcher Information
817-867-7066, Fax 817-352-7061

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt: Under 100 TOB	Frt: 100 TOB & Over
MP 0.0 to MP 14.5	30	30
Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)		
MP 0.0, Dutch, E and W legs of wye	25	25

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Sidings and Main Track Switches and Turnouts
Trains and engines must not exceed 10 MPH through turnouts connected to main track unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Dutch to Spring Creek ..... 143 tons, Restriction A

3. Type of Operation

Main Track

MP 0.0 to MP 14.5	CTC

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

W leg wye between Dutch Wye and W Dutch
E leg wye between Dutch Wye and MP 0.0

4. Subdivision Specific Rules Information

Safety Overlay Systems In Effect
- Hy-Rail Limits Compliance System (HLCS)

GCOR/MWOR 6.19, Flag Protection—When flagging is required, distance will be 2.0 miles.

Safety Rule S-13.5, Getting On or Off Equipment—is amended by adding:

When the following conditions exist at coal mines, it is permissible to get on and off moving equipment only when necessary to perform required duties.
1. Employees are allowed to get on and off moving equipment only from the lead locomotive.
2. Employees are allowed to get on and off moving equipment only during the coal loading process.
3. Employees are allowed to get on and off moving equipment only when operating under pacesetter control under 2 MPH.

When all these conditions are met, employees can get on and off moving equipment only at the mines. At all other times S-13.5 remains in effect.

5. Trackside Warning Devices (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

All Coal Mines—All employees of BNSF Railway and UPRR will be governed by Powder River Division instructions on mine properties located in General Notice. Employees must have this notice in their possession while operating on the Dutch subdivision.

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

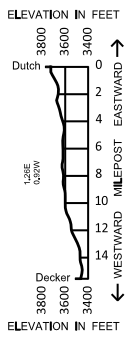
8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
314	Dutch to Decker	MP 0.0 to MP 16.2
314	Decker Mine	MP 14.7 to MP 17.8
317	East Decker Mine	MP 14.4 to MP 20.3
320	Decker Nerco	MP 16.2 to MP 22.8
320	Spring Creek	MP 22.6 to MP 28.7

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
	Countant Creek Trk 2612	6.7	350	East
33228	Spring Creek Loop Trk 1350	21.7	12,500	Loop

10. Grade Charts



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SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Front Range Subdivision **MAIN LINE STATIONS**	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTHWARD
	Adjoining Sub: Canyon Subdivision Boundary: Front Range, MP 240.8 / Canyon, MP 103.4 Information for Wendover is located in the Canyon Sub Timetable								
	8,235	32137	240.8	WENDOVER	JRT	RL		10.2	
	4,660	41367	230.6	DWYER				10.1	
		41357	220.5	MOBA JCT.				6.2	
	5,832	41351	214.3	WHEATLAND	B			11.7	
	3,942	41339	202.6	BORDEAUX		TWC		13.9	
	8,182	41325	188.7	CHUGWATER				18.7	
	4,011	41307	170.0	LAMBERT				13.0	
	4,634	41294	157.0	ALTUS				4.6	
	3,921	41289	152.4	HORSE CREEK				13.6	
	8,562	41276	138.8	FEDERAL				19.4	
		41256	119.4	CHEYENNE Adj. RR: UP, MP 119.2	BJRT	RL		6.4	
	3,942	41249	113.0	SPEER Adj. RR: SRRR, via Swan Ranch MP 112.3	J			13.4	
		41236	99.6	NORFOLK				2.9	
		41233	96.7	PLATTE RIVER JCT.			476	5.0	
	7,216	41228	91.7	OWL CANYON				15.2	
	7,295	41213	76.5	NORTH YARD Adj. RR: GWR, MP 74.8	J			1.9	
			74.6	UPRR CROSSING	U			0.2	
		41211	74.4	FT. COLLINS Adj. RR: GWR, MP 74.8	J	TWC		13.7	
	4,079	41197	60.7	LOVELAND Adj. RR: GWR, MP 61.1	J			10.3	
	7,685	41187	50.4	LONGS PEAK				1.2	
		41186	49.2	HIGHLAND				5.6	
		41180	43.6	LONGMONT Adj. RR: GWR, MP 43.6	BJT			16.3	
	3,855	41168	27.3	BOULDER				13.3	
	9,482	41151	15.6	BROOMFIELD				11.1	
		41141	4.5	CLEAR CREEK	R			1.1	
		41140	3.4	UTAH JCT. Adj. RR: UP MP 3.4	JMR	RL		2.4	
		84301	1.0	PROSPECT JCT. Adj. Sub: Golden via the UP MP 1.0	JRX	CTC		0.2	
	GCOR/MWOR 6.28 Governs								
			0.8	23RD STREET Adj. Sub: Brush MP 0.8	JM	CTC	476	0.8	
		41137	0.0	DENVER UD	BJ			240.8	
	Adjoining RR: UP Subdivision Boundary: Front Range, MP 0.7 / UP, MP 1.0								

Mountain Continental Time in effect on Front Range Subdivision

Radio Call-In		
Radio Channel 045 in service Wendover to contact Guernsey YM		
Radio Channel 070 in service Wendover to Utah Jct.		
Wendover Front Range Sub DS – 38(X) Canyon Sub DS – 480	Wheatland – 37(X)	Chugwater – 36(X)
Farthing – 39(X)	Horse Creek – 35(X)	Cheyenne – 34(X)
Ft Collins – 43(X)	Berthoud – 32(X)	Longmont – 31(X)
Broomfield – 61(X)	Golden – 63(X)	
Denver – 62(X) / Rennick Yardmaster - 256		
Radio Channel 096 in service at Denver for Amtrak		
Amtrak – 32(X)		
Radio Channel 039 in service Utah Jct. to Denver Union Depot		
Denver Yd – 31(X)	Rennick Yardmaster - 256	
Radio Channel 066 in service at Prospect Jct, Main Track, Coal 1 and Coal 2		
Denver – 31(X)	Rennick Yardmaster - 256	
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		

Radio Channel TX 046/RX 079 in service Switch Yard (31st and 38th Streets) unless instructed by yardmaster.

Radio Channel TX 030/RX 076 in service Switch Yard Rennick, all industry jobs in the Denver Terminal Complex, and when industry jobs leave the Main Track to perform industrial switching.

Radio Channel 078 in service as yard information channel including all BNSF crew haulers and contract drivers.

Radio Channel 031 in service Mechanical and MW Employees in Denver Yard, including the Locomotive Facility.

UPRR Radio Channel 092 – **Call-in *86** for Utah Jct., C& S Jct.

Radio Channel 039 in service for industry jobs/inbound/outbound crews and yardmasters 31st Street, 38th Street and Rennick.

Dispatcher Information

Wendover-Utah Jct—0530-1330: 817-867-7094, Fax 817-352-7030
Wendover-Utah Jct—1330-0530: 817-867-7093, Fax 817-352-7070
Utah Jct to Denver UD—817-867-7087, Fax 817-352-7028
UPRR Moffat Subdivision dispatcher—402-636-1658

1. Speed Regulations

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

1(A). Speed—Maximum

	Frt	
Main Track	**Under 100 TOB**	**100 TOB & Over**
MP 240.8 to MP 0.0	49	49
Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)		
MP 1.1 to MP 1.0, Rennick lead	10	10
MP 0.8 to MP 0.7, Buck lead	10	10
MP 0.6 to MP 0.2, Balloon track	10	10

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1(B). Speed—Permanent Restrictions

	Frt
MP 240.8, Wendover, east leg wye	10
MP 238.0 to MP 227.0	30
MP 220.5 to MP 219.0	25
MP 217.5 to MP 213.5	40
MP 211.3 to MP 206.8	30
MP 165.3 to MP 146.8	30
MP 146.8 to MP 143.2	40
MP 132.0 to MP 130.4	40
MP 110.7 to MP 110.1	30
MP 78.5 to MP 74.7	25
MP 74.7 to MP 74.1	20
MP 74.1 to MP 72.8	25
MP 72.8 to MP 68.8	40
MP 62.0 to MP 58.3	25
MP 54.7 to MP 53.7	40
MP 49.8 to MP 45.3	40
MP 45.3 to MP 43.0	20
MP 32.3 to MP 13.7	30
MP 6.5 to MP 4.0	25
MP 3.4 Utah Jct. MT to MP 1.0 Denver UD	10

Key Trains

Maximum speed within the following municipal area limits unless otherwise restricted:	Frt
MP 78.0 to MP 69.0	35
MP 33.0 to MP 1.0	35
MP 0.8 to MP 0.7	35

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
Longmont to Barnett	10	10
Broomfield to Lafayette	10	10
Denver UD to Prospect Jct., NWD passenger trains	10	10
Through Denver UD limits	10	10
Junction Switch to Price St. Xing on the Longmont to Barnett spur, HER	5	5

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Wendover to Denver UD ..... 143 tons, Restriction A
Burns Jct. to Lafayette..... 143 tons, Restriction E
Longmont to Barnett..... 143 tons, Restriction D

Location	Track Name	Track No.
Six-axle locomotives and six-axle derricks 175 tons and over are not permitted on the following tracks:		
Broomfield and Lafayette		
Longmont and Barnett		
Bridge derricks 975501 and 975505 are not permitted to be operated between:		
Broomfield and Lafayette		
Longmont and Barnett		

3. Type of Operation

Main Track

MP 240.8 to MP 238.0	RL
MP 238.0 to MP 122.6	TWC
MP 122.6 to MP 117.6	RL
MP 117.6 to MP 4.0	TWC
MP 4.0 to MP 1.1	RL
MP 1.1 to MP 1.0	CTC
MP 0.8 to MP 0.7	CTC

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

Balloon track between Prospect Jct and 20th Street
Rennick lead between NBCS and SBCS Prospect Jct
Buck lead between NBCS and SBCS 23rd Street

Interlockings

Milepost	Type	Notes
3.4	Manual	Additional information located in Item 7.
0.8	Manual	

4. Subdivision Specific Rules Information

GCOR 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Cheyenne, WY	120.70	Old Glory Road
	119.16	24th Street
Broomfield, CO	14.45	Nickel St
Westminster, CO	8.96	W 88th Avenue

GCOR/MWOR 6.19, Flag Protection—When flagging is required between Utah Jct. and Wendover, the distance will be 2.0 miles.

GCOR/MWOR 8.3, Main Track Switches—the following switches may be left locked in the position last used:

- Wendover – NSS
- MP 119.2
- MP 119.3
- MP 120.3
- Rennick yard lead switch

Trains, engines and on-track equipment must approach these switches expecting to find them lined against their movement.

GCOR/MWOR 8.11, Switches in Sidings—the following switches may be left locked in the position last used:

Wendover – Connection track switch at north end of siding

TOC Home

5. Trackside Warning Devices (TWD)

MP	Device	Recall Code	Notes
Type B. Locations			
238.8	DED		Exception reporting
233.4	DED		Exception reporting
230.0	DED		Exception reporting
225.8		388	
183.5		368	
162.5		398	
144.5		358	
107.3		347	
87.8		438	
67.8		438	
38.3		318	
18.3		618	

6. FRA Excepted Track

Lyons Industrial Spur and Lafayette Branch.

7. Special Conditions

Moba—MOL Laramie River Power Plant. Crews operating to or from this facility must have a copy of the current General Notice outlining instructions for spotting, servicing and reporting work.

Wheatland—Northward trains setting out or picking up must stop with the head end of the train in the clear of Cole Street Crossing MP 213.34.

Southward trains setting out or picking up must stop with the head end of the train in the clear of Oak Street Crossing MP 214.36.

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

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

Cheyenne—Begin ACS test loop and end ACS test loop signs are located on track 4301 on the downtown lead when operating towards UP connection.

Southbound trains must not proceed south of Roundtop Road, MP 122.4, without permission from the Warren Air Force Base Security Police. Northbound trains or yard movements must not proceed north of the Interstate 25 overpass without permission. Contact the dispatcher to obtain the required permission to proceed.

On the downtown lead to Wyoming salvage, all movements on these tracks must be halted at the Hi-Xing circuit signs until the flashers activate and traffic is stopped on 21st and 22nd Streets.

The solar switch at MP 120.4 may be put into reverse position by push button or by radio. This switch uses radio channel 076. Enter #12011 for normal position and #12033 for reverse position. There is a push button on the switch to place the switch into normal or reverse position.

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

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

Speer—Crews entering Swan Ranch are required to have a current copy of the System Special Instructions and Timetable for Swan Ranch Railroad (SRRR).

PRR Platte River Junction—Crews operating to or from this facility must have a copy of the current General Notice outlining instructions for spotting, servicing and reporting work.

Loveland—All GWR Traffic must be set out on the siding at Loveland north of East 10th Street using the requirements of GCOR 6.32.

Crews making setouts on Loveland siding must allow an engine length at the GWR Lead Switch. When necessary, East 10th St. must be cut.

Train indicator and vehicular traffic lights are located on Great Western Spur at Lincoln Street Crossing, MP 0.02 and Cleveland Street Crossing, MP 0.015. If train indicator signals do not display a proceed indication when train movement is within 100 feet of crossing, movement will proceed per Rule 6.32.2.

Highland—A track scale is located on the Coors Elevator track 635 feet from the switch off the siding. There are no dead rails protecting the scale. All locomotives are restricted from operating over the track scale.

Lyons Industrial Spur—A switch point derail is located at MP 45.8 at Cemex Plant.

Lyons Industrial Spur, Longmont to end of track, prone to flash flood conditions.

Longmont—The main track switch to Barnett is at MP 43.5.

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

MP 37.7, Martin Street Crossing—"Stop and Wait 26 Seconds" signs are located at Martin Street crossing. Movement must stop before passing, but within 25 feet of the stop sign and wait 26 seconds before proceeding over the crossing. When stopped at stop sign, ensure crossing gates and lights are activated.

Valmont—Crews operating to or from the Valmont facility must have a copy of the current General Notice outlining instructions for spotting, servicing and reporting work.

Six-axle locomotives are not to be used on or over the dumper pit.

Bridge MP 25.7 on the Stazio Storage Track is not equipped with a walkway. Do not store cars on this bridge.

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

TOC Home

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

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

Lafayette Industrial Spur, Burns Jct MP 15.6 to end of track prone to flash flood conditions.

UPRR Fox Jct. to MP 4.0—Train and engine movement on the North Main Track between UPRR Fox Jct. and MP 4.0 is under the jurisdiction of the yardmaster at Rennick.

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

Signal (42) at MP 4.2 for southward movement conveys main track distant signal information for Utah Jct. When the signal aspect is red, crews must contact the UP dispatcher for instructions. If the aspect still displays red after receiving a proceed indication at Utah Jct., the train may proceed past the red aspect at MP 4.2.

Utah Jct. Via Rennick—Trains and MW must communicate with the yardmaster at Rennick prior to entering restricted limits. Trains or engines moving north off either packer track at Rennick Yard must have authority from the UPRR dispatcher (channel 092, call-in *86) to make a move through Utah Jct., including any reverse movements. Trains or engines must continuously occupy the limits of the manual interlocking prior to making a reverse move. If for any reason a movement clears the limits of the interlocking, authority must be obtained again from the UP train dispatcher before occupying the interlocking. When crossing over the Main Track at Utah Junction, permission must be obtained from the UPRR dispatcher on channel 092, *86, before any crossover movement is made, or any switches lined, from either the North Main Track to the UPRR Main Track or the UPRR Main Track to the North Main Track.

Prospect Jct—Access to UPRR Fox Jct, 20th St., and Rennick

MP 0.8 to MP 0.7—23rd Street controlled by BNSF Brush dispatcher.

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

When delivering cars from 31st Street Yard to the UP North Yard, or departing 31st Street Yard with Golden Beer Runs, or BNSF northbound trains, the yardmaster at 31st Street will contact the UP train dispatcher about the movements to be made. Train, yard, and other locomotive movements between Prospect Jct. and the UP North Yard are governed by CTC signal indications. At the UP North Yard, BNSF crews are governed by instructions from the UP yardmaster.

When routed through the UP North Yard tracks, be governed by the UP yardmaster's instructions on yard tracks and CTC rules where applicable. When working in the UPRR North Yard or 36th St. Yard, all switches must be treated as rigid switches. Any variable switches must be lined by hand for the intended route.

Denver—Movements between Denver UD and Prospect Jct. are under the direction of the yardmaster at 31st Street. Movement through Prospect Jct. is under the control of the Brush dispatcher. Movements from the Jersey cutoff to 38th Street are under the control of the Rennick yardmaster.

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

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

Inbound movements in excess of 4000 feet pulling into 31st Street yard via the wye bridge must ensure that the route is lined for the entire movement into the yard track prior to the leading end of movement passing the wye bridge switch. In addition, do not stop the movement except in case of an emergency until the leading end of the movement reaches the clearance point at the 38th Street end of the track unless otherwise advised. If a stop is made for any reason, a walking inspection must be made from the head end to the west end of the wye bridge.

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

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

Denver Union Station (DUS) and Regional Transportation District Command (RTDC) Instructions—31st Street - 23rd Street, Denver Union Station:

Between Denver Union Station and South Westminster Station at Federal Way, RTDC Commuter Rail operates adjacent to BNSF main track (MP 3.4 to MP 5.93) utilizing a high-voltage overhead catenary system. Report to Brush Dispatcher any emergency or conditions that may affect either BNSF or RTDC operations (e.g., damaged overhead structure or fallen catenary power lines). If necessary contact RTDC Dispatcher and request to de-energize the catenary system.

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Crews operating on RTDC trackage must have in their possession a current copy of the RTDC operating instructions for Denver Union Station and reference applicable Track Bulletins that affect their movement.

All movements between 31st Street and 23rd Street, and between 31st Street and Denver Union Station (Passenger Lead) are under the direction of the 31st Street Yardmaster on the assigned BNSF Radio Channel. Movements to and from Denver Union Station must contact RTDC Operations Control Center-East DS for permission. Reference applicable General Notices for additional operating instructions.

BNSF 31st Street Yardmaster: 303-480-7436

RTDC Operations Control Center - East DS: 720-460-5907

RTDC Emergency Number: 720-460-5959

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

Remote Control Zones
Denver

- **Zone 1 Rennick 1**—Located on track 201 between 100 feet north of the south derail and to but not including the south switch of the long crossover for the Rennick Lead to East Packer - approximately 5,070 feet.
- **Zone 2 Upper Rennick Lead (Track 219)**—Located between but not including the north switch of the Pocket of 8 (track 210) and the sign placed 250 feet south of the north clearance point on the North Main Line for movements entering Rennick Yard from the north. The sign at the north end of Zone 2 is a left handed sign between the Rennick Lead and the West Packer Track account close clearance - approximately 3,610 feet.
- **Zone 3 West Packer strip track Rennick Yard (Track 209)**—Located between 100 feet north of the south hub gate and derail and 100 feet south of the north hub gate and derail - approximately 4,950 feet.
- **Zone 3 East Packer strip track Rennick Yard (Track 218)**—Located between 100 feet north of the south hub gate and derail and 100 feet south of the north hub gate and derail - approximately 4,900 feet.
- **RCZ 2**—Rennick Yard Lead track 219, 250 feet south from the clearance point of the North Main Track (track 299) to the switch point at the north end pocket of 8 (track 210). The sign at the north end of Zone 2 at Rennick lead is located between the Rennick lead and the upper west packer track 213 account close clearance,
- **RCZ 3**—Rennick Yard West Packer tracks 209 and 213 from the derail at the north end to the clearance point Rennick Lead
- **RCZ 4**—East Packer/Rennick one tracks - from East Packer, track 218, derail at north end south through long X-over to derail (south end RNX1) on Rennick One, track 201. Approximate distance from the East Packer north derail to the long X-Over switch 4450 feet; approximate distance from the long X-Over switch to the south derail Rennick One is approximately 4200 feet; total length of RCZ 4 is approximately 8650 feet. Signs displayed to designate limits.
- **RCZ 5**—On the Owens Corning Lead (1201) from the north Owens Corning crossing to the Rennick Yard Intermodal Ramp Crossing.
- **RCZ 6**—On the AG Lead (1210) from the 1213 switch (Slippery) to Fox St. crossing.
- **Activation/Deactivation Procedure**—The Remote Control Zone (RCZ) may be activated only after it is determined by visual inspection that other trains, engines, railroad cars, men or equipment are not occupying or fouling track within the RCZ limits and that switches/derails are properly lined. The remote control operator will contact the Rennick Yardmaster for permission to activate the remote control zone. The RCZ will remain active until the Yardmaster is notified that the RCZ is deactivated. The remote control operator will contact the Yardmaster for permission to transfer an active RCZ. The Yardmaster is required to log the activation, deactivation or transfer of an active RCZ.

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Wheatland	Foster Spur	5304	Building side of rail
LaFayette	Universal Forrest	1020	Gate, dock
	Reid and Wright	1010	Gate, dock
Valmont	Valmont Power Plant	150	No clearance in, employees should walk
	Eco Cycle	1410	Dock
	Stazio Main	135	Creek bridge north of Eco Cycle Switch
Medbery	Industry Main	1111	Gate, Building on 2 track
Loveland	Quad Graphics	910	Dock, Industry track
	Loveland Reload	930	Gate, Dock
Fort Collins	UBC McClellans	905	Gate
Cheyenne	City News	4310	Dock, Industry track
	Teton Lumber	4150	Dock
		4151	Dock
	Simon's	4131	Gate, Leased facility
		4133	Gate, Leased facility
Berthoud	Summit Crest Homes	715	Gate
Denver	Owens Corning	1205	Building side of rail
		1206	Dock side of rail
	Bocla	1225	Between tie stacks
		1226	Between tie stacks
		1227	Between tie stacks
	Borgert Brick	1230	Building side of rail and going into building; don't ride the cut when spotting
	Trumball Asphalt	1222	Unloading racks
		1223	Unloading racks
	Mountain State Packaging	1301	Building side of rail
	Newman Distributing	1314	Building side of rail
	Wardex	1315	Storage Track
	American Furniture Warehouse	1318	Building side of rail
	Ashland Chemical	1341	Unloading racks
		1344	Building side of rail

Close Track Centers

Location	Track Name	Track Nos.
Denver	Ashland Chemical	Tracks 1341 - 1344

SSI—Switch Control/Monitoring Systems

- Turnouts Equipped with Two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derails):
  - S Swan Ranch, dual control derail on S Swan Ranch lead to MT
- RCPS in effect:
  - S Sw Swan Ranch MP 111.96
- POS in effect.

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

Flash Flood Critical Areas
MP 240.5 to MP 240.0
MP 238.5 to MP 236.2
MP 229.0 to MP 221.0
MP 183.0 to MP 168.5
MP 155.0 to MP 150.0
MP 131.0 to MP 126.0
MP 72.8 to MP 69.0
MP 60.3 to MP 59.6
MP 53.3 to MP 52.9
MP 43.7 to MP 41.0
MP 33.0 to MP 25.6
MP 6.0 to MP 4.6

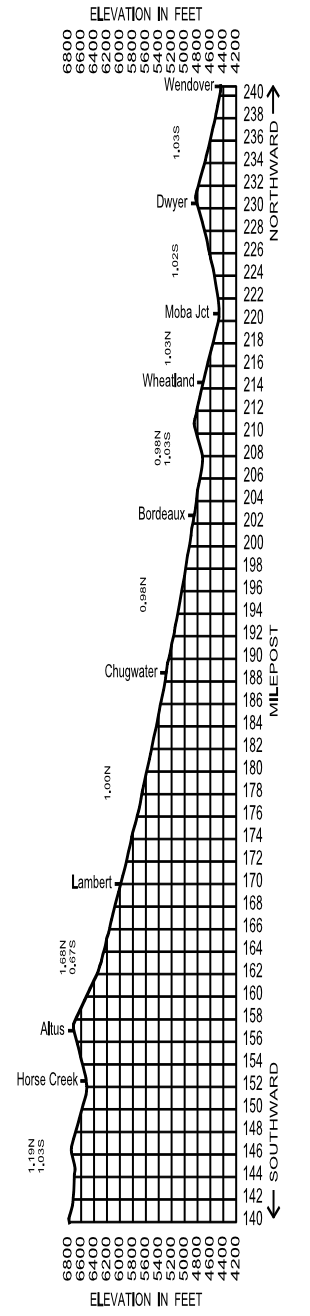
8. Line Segments

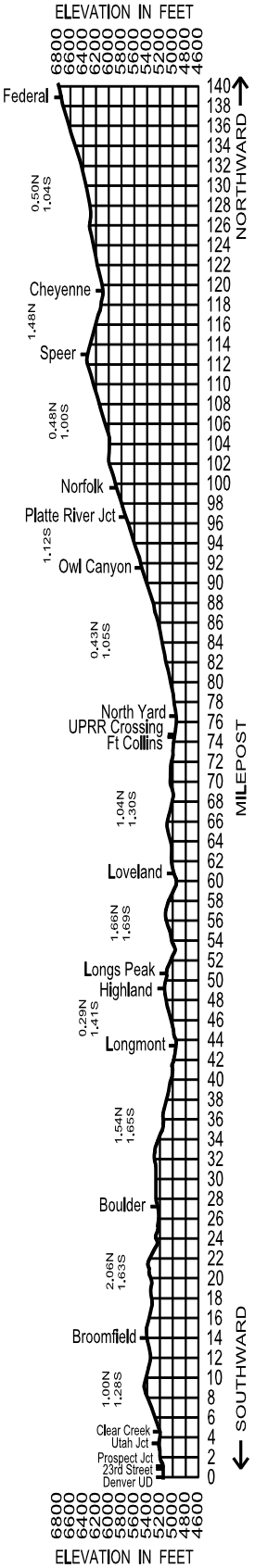
Segment No.	Limits	Milepost
Road Line Segments		
476	Wendover to Denver UD	
476	Prospect Jct	
179	Burns Jct to Lafayette	
179	Longmont to Barnett	
Yard Line Segments		
496	Jersey Cut Off	
903	Prospect Jct	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
41357	Moba Jct	220.5	Yard	North
41334	Slater	197.7	1,211	North
41299	Farthing	161.0	2,279	North
41268	Silver Crown	130.8	1,860	South
41257	Warren Missile Base	121.8	5,280	South
41236	Norfolk	99.6	4,988	Both
41224	Dixon	87.4	1,275	South
41222	Wellington	84.7	415	South
41216	Busch	79.8	4,224	Both
41207	McClellands	69.9	450	North
41194	Champion Home Builders	55.7	200	South
41191	Berthoud	54.4	2,050	South
41186	Highland	49.2	1,920	Both
84347	Medberry (to Barnett)	43.3	40,650	South
84344	Western Spur (to Barnett)	43.3	34,320	Both
41161	Valmont	25.5	Yard	Both
84315	Burns Jct. (to Lafayette)	15.8	35,904	South
41147	Homestead House	10.5	250	North
41143	Westminster	6.1	150	Both

10. Grade Charts





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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Giltner Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
Adjoining Sub: Hastings Subdivision Boundary: Giltner, MP 26.2 / Hastings, MP 153.3									
			26.4	GH JCT	JT	CTC	160	7.5	
		83419	18.9	TRUMBUL		TWC		9.0	
		83410	9.9	GILTNER		TWC		9.5	
			0.4	CP 785	JT	CTC		26.8	
Adjoining Sub: Ravenna Subdivision Boundary: Giltner, MP 0.8 / Ravenna, MP 77.9 Information for Aurora is located in the Ravenna sub timetable.									

Central Continental Time in effect on Giltner Subdivision

Radio Call-In		
Radio Channel 054 in service GH Jct. to Aurora		
Saronville - 27(X)	Hastings - 28(X)	Giltner - 29(X)
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		

Dispatcher Information
817-867-7046, Fax 817-352-7046

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 26.9X to MP 26.4X	25	25
MP 26.9 to MP 0.8	49	49
Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)		
MP 0.8 to MP 0.3, east leg wye	40	40
MP 0.8 to MP 0.4, west leg wye	25	25

1(B). Speed—Permanent Restrictions—None

	Frt
MP 26.9 to MP 26.8, HER	25

1(C). Speed—Sidings and Main Track Switches and Turnouts
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Frt Under 100 TOB	Frt 100 TOB & Over
MP 26.4, N Wye GH Jct, turnout	25	25
MP 0.8, Giltner Jct., turnout	25	25

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Train and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwiese indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
GH Jct. to Aurora..... 143 tons, Restriction A

3. Type of Operation

Main Track

MP 26.9X to MP 26.4X	CTC
MP 26.9 to MP 26.2	CTC
MP 26.2 to MP 0.8	TWC

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

MP 0.8 (Giltner Jct) to MP 0.3 (CP 779) on east leg wye
MP 0.8 (Giltner Jct) to MP 0.4 (CP 785) on west leg wye

4. Subdivision Specific Rules Information

Safety Overlay Systems In Effect
- Hy-Rail Limits Compliance System (HLCS)

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

5. Trackside Warning Devices (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Duplicate Mileposts—Between the following locations an "X" has been added to the mileposts because duplicate mileposts exist elsewhere on the subdivision:
West leg of wye, GH Jct.—MP 26.9X to MP 26.4X

Flash Flood Critical Areas
MP 1.0 to MP 26.0

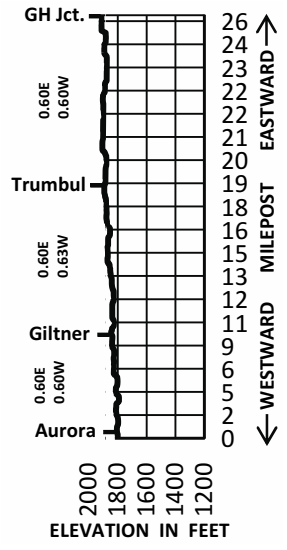
8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
160	GH Jct. to Aurora	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
30076	Aurora	0.3		

10. Grade Chart



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Golden Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
Adjoining RR: UP Subdivision Boundary: Golden, MP 4.9 / UP, MP 4.9									
			4.9	C&S JCT.	JR	RL	482	6.9	
		89311	11.8	TERRILL JCT.	R			4.8	
		89316	14.4	GOLDEN	B			15.5	
Subdivision Boundary: Golden, MP 13.8 / End MT Track between MP 13.8 and MP 14.4 governed by GCOR/MWOR 6.28									

Mountain Continental Time in effect on Golden Subdivision

Radio Call-In	
UPRR Radio Channel 014 Tone-In *86 for Utah Jct., C&S Jct. and Prospect Jct.	
Radio Channel 043 in service at UPRR North Yard.	
Radio Channel 070 in service C&S Junction to Golden	
Denver – 62(X) Rennick Yardmaster - 256	Golden – 63(X)
Emergency - Call 911	
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5	

Dispatcher Information
817-867-7094, Fax 817-352-7030

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 4.9 to MP 13.8	20	20

1(B). Speed—Permanent Restrictions

	Frt
MP 4.9, C&S Jct. over trackside warning detector and interlocking plant	25

1(C). Speed—Sidings and Main Track Switches and Turnouts
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

	Frt Under 100 TOB	Frt 100 TOB & Over
Terrill Jct. to Coors East Yard	10	10

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
C&S Jct to Golden..... 143 tons, Restriction D

3. Type of Operation

Main Track

MP 4.9 to MP 13.8	RL

4. Subdivision Specific Rules Information

GCOR/MWOR 6.19, Flag Protection—When flagging is required, distance will be 1.0 mile.

GCOR/MWOR 8.3, Main Track Switches—the following switch may be left locked in the position last used:

- Terrill Jct.

Trains, engines and on-track equipment must approach this switch expecting to find it lined against their movement.

5. Trackside Warning Devices (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Denver Union Station (DUS) and Regional Transportation District Command (RTDC) Instructions—31st Street - 23rd Street, Denver Union Station (DUS):

Between C&S Junction and Ward Road, RTDC Commuter Rail operates adjacent to BNSF main track (MP 4.9 to MP 10.7) utilizing a high-voltage overhead catenary system. Report to Front Range Dispatcher any emergency or conditions that may affect either BNSF or RTDC operations (e.g. damaged overhead structure or fallen catenary power lines). If necessary contact RTDC Dispatcher and request to de-energize the catenary system.

Crews operating on RTDC trackage must have in their possession a current copy of the RTDC operating instructions for Denver Union Station and reference applicable Track Bulletins that affect their movement.

BNSF 31st Street Yardmaster: 303-480-7436
RTDC Operations Control Center - East DS: 720-460-5907
RTDC Emergency Number: 720-460-5959

C&S Jct.—Dual controlled derail located at MP 5.0. If instructed to take switches on hand at C&S Jct, all switches including the dual control derail must be properly lined before initiating movement.

Signal (02) at MP 5.7 for eastward movement conveys main track distant signal information for C&S Jct. When the signal aspect is RED, crews must contact the UP dispatcher for instructions. If the aspect still displays RED after receiving a proceed indication at C&S Jct., the train can proceed past the RED aspect at MP 5.7.

Arvada—Within the city limits of Arvada. If for any reason a train will block any public roadway crossing for more than five minutes at a time, notify the yardmaster at Rennick immediately. Rennick yardmaster will call the Arvada Police Department, phone number 303-424-5556, requesting traffic control assistance and providing possible duration that the crossing will be blocked. At approximately 644 feet from point of switch at Rocky Mountain Bottling at MP 9.5, there is a propane unloading tower. DO NOT PASS the tower when ramp is in down position.

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Rocky Mountain Bottling—Cars left on the hill must be lined toward the storage track with hand brakes set on each car.

MillerCoors Pull Orders—Crews working on MillerCoors property must refer to Powder River Division General Notice for instructions.

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Golden	Rex Oil	111	Dock and unloading spots
	TMSI	143	Building, dock and between tracks
		144	Building
	International Paper	145	Inside building
	Graphics	147	Building
	Coors	148	Next to and inside buildings
Mt. Olivet	Inland Container	310	Outside dock and inside building
	Coors Glass	319	Unloading racks and dump shed
		320	Unloading racks and dump shed
Arvada	CCW Products	411	Building
	Industrial Chemical	420	Unloading racks

Close Track Centers

Location	Track Name	Track Nos.
Golden	Yard	Track 101 - 102

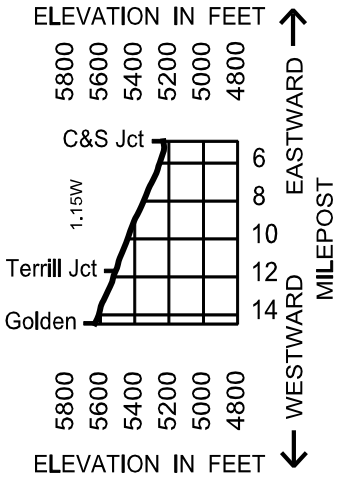
8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
482	C&S Jct to Golden	MP 4.9 to MP 14.4

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
	Ind Chemicals	5.0	480	West
	CCW Plastics	5.1	200	West
89309	Horton (Rocky Mtn. Bottling & Inland Container Systems)	9.6	2,400	East
89311	Mount Olivet	10.9	1,000	Both
89313	International Paper	12.5	500	West
	Greenbriar	12.6	1,400	West
	MillerCoors Lid Plant	13.2	1,000	West
	Graphics	13.4	1,700	West
	TMSI	13.4	1,200	West

10. Grade Chart



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hastings Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
Adjoining Sub: Creston, Heartland Division Subdivision Boundary: Hastings, MP 60.4 / Creston, MP 1.6X Information for Lincoln Terminal and Lincoln Interlocking instructions are located in the Creston sub timetable.									
			60.4	HALL	JMT X(2)	CTC	2	6.5	
		20503	66.9 7.8	COBB Adj. Sub: Ravenna, MP 3.8	J			2.5	
	6,676	20505	69.4	DENTON				6.8	
	6,937	20512	76.2	BERKS				3.3	
			79.5	CP 7947				0.2	
		20516	79.7	CRETE				0.8	
			80.5	CP 8055 Adj. Sub: Beatrice, MP 80.5	J			7.6	
	6,820	20524	88.1	DORCHESTER				9.1	
	6,658	20533	97.2	FRIEND				8.6	
	7,065	20542	105.8	EXETER				7.2	
	7,476	20549	113.0	FAIRMONT				6.7	
	6,720	20556	119.7	GRAFTON				8.2	
	5,655	20564	127.9	SUTTON				4.4	
	6,630	20568	132.3	SARONVILLE				8.4	
	6,566	20577	140.7	HARVARD				6.8	
	6,676	20583	147.5	INLAND				4.5	
		20588	152.0	HALLORAN				1.5	
			153.5	GH JCT Adj. Sub: Giltner, MP 153.3	JT			1.4	
	4,449	20591	154.9	BRICK YARD				1.6	
	8,003	20592	156.5	HASTINGS Adj. Sub: Lester, MP 156.4	JT			6.1	
		20598	162.6	JUNIATA				8.4	
	6,806	20607	171.0	KENESAW				7.7	
	6,372	20614	178.7	HEARTWELL				9.6	
	7,270	20624	188.3	MINDEN				9.5	
	7,434	20634	197.8	AXTELL				6.6	
		20640	204.4	FUNK				6.6	
	8.675	20647	211.0	HOLDREGE Adj. RR: NKCR, MP 212.0 (SDG)	J			7.3	
	7,075	20654	218.3	ATLANTA				13.2	
		20667	231.5	OXFORD JCT Adj. RR: NKCR, MP 231.8	J			2.5	
	7,599	20670	234.0	OXFORD				7.8	
	6,732	20677	241.8	EDISON				6.5	
		20684	248.3	ARAPAHOE				6.0	
	6,754	20690	254.3	HOLBROOK				8.3	
	6,479	20698	262.6	CAMBRIDGE				7.7	
	3,424	20706	270.3	BARTLEY				6.0	
	6,499	20712	276.3	INDIANOLA				11.5	
	7,760	20724	287.8	McCOOK	BT			1.3	
		20726	289.0	CP 2890				223.3	
Adjoining Sub: Akron Subdivision Boundary: Hastings, MP 289.0 / Akron, MP 289.0									

Central Continental Time in effect on Hastings Subdivision

Radio Call-In		
Radio Channel 066 in service Lincoln Yard - 31(X)		
Carling Tower - 156	Control Yardmaster - 186	
Radio Channel 054 in service Lincoln to East Heartwell		
Crete - 26(X)	Fairmont - 25(X)	Saronville - 27(X)
Hastings - 28(X)		
Radio Channel 066 in service Hastings and McCook Yard		
Radio Channel 070 in service East Heartwell to McCook		
Minden - 11(X)	Holdrege - 12(X)	Arapahoe - 13(X)
Bartley - 14(X)	McCook - 15(X)	
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information
817-867-7046, Fax 817-352-7046

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Psgr	Frt	
		Under 100 TOB	100 TOB & Over
MP 60.4 to MP 289.0	79	60	45
Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)			
MP 3.9 to MP 7.8, Cobb Line	35	35	35

Temperature Restrictions
Contact the train dispatcher if in doubt of the temperature.
Notify the train dispatcher when the train is restricted.

MP 114.0 to MP 140.0 MP 158.0 to MP 180.0 MP 229.3 to MP 230.1	95 degrees & over	65	50	40

1(B). Speed—Permanent Restrictions

MP 60.4 to MP 62.9	75	60	45
MP 62.9 to MP 63.6, Passenger Main	60	50	45
MP 66.7 to MP 67.1, Passenger Main & MT	35	35	35
MP 67.1 to MP 68.0	50	50	45
MP 68.0 to MP 70.6	60	50	45
MP 70.6 to MP 78.1	65	50	45
MP 78.1 to MP 79.0	50	50	45
MP 79.0 to MP 80.4	30	30	30
MP 80.4 to MP 82.1	65	50	45
MP 127.3 to MP 127.7	60	60	45
MP 219.4 to MP 229.3	70	60	45
MP 229.3 to MP 230.1	60	50	45
MP 284.1 to MP 284.7	65	60	45
MP 288.0 to MP 288.2	30	30	30
MP 288.2 to MP 288.9	60	60	45

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1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Psgr	Frt	
		Under 100 TOB	100 TOB & Over
MP 66.9, Cobb, turnout	35	35	35
MP 69.4, Denton, siding turnouts	20	20	20
MP 76.2, Berks, siding turnouts	20	20	20
MP 88.1, Dorchester, siding turnouts	30	25	25
MP 105.8, Exeter, siding turnouts	20	20	20
MP 113.0, Fairmont, siding turnouts	30	25	25
MP 132.3, Saronville, siding turnouts	20	20	20
MP 153.3, East Wye GH Jct, turnout	25	25	25
MP 153.9, West Wye GH Jct, turnout	25	25	25
MP 154.9, Brick Yard, siding turnouts	20	20	20
MP 156.5, Hastings, siding turnouts	30	25	25
MP 171.0, Kenesaw, siding turnouts	30	25	25
MP 188.3, Minden, siding turnouts	30	25	25
MP 197.8, Axtell, siding turnouts	20	20	20
MP 211.0, Holdrege, siding turnouts	25	25	25
MP 218.3, Atlanta, siding turnouts	20	20	20
MP 234.0, Oxford, siding turnouts	25	25	25
MP 241.8, Edison, siding turnouts	20	20	20
MP 254.3, Holbrook, siding turnouts	20	20	20
MP 262.6, Cambridge, siding turnouts	20	20	20
MP 276.3, Indianola, siding turnouts	20	20	20
MP 287.8, McCook, siding turnouts	20	20	20

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through other than main track turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

Dorchester, over scale on elevator track	5	5	5

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Hall to CP 2890 ..... 143 tons, Restriction A

Location	Track Name	Track No.
Six-axle locomotives and six-axle derricks exceeding 175 tons are not permitted on the following tracks:		
Grafton	Elevator Track	
Halloran	Equalizer Tracks A thru F	
Inland	Elevator Track	
Kenesaw	Stock Track	
Atlanta	Elevator Track	
Indianola	South and North House Tracks	

3. Type of Operation

Main Track

MP 60.4 to MP 66.8, Passenger Main	CTC
MP 66.8 to MP 289.0	CTC

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

MP 3.9 to MP 7.8 Cobb Line

4. Subdivision Specific Rules Information

Safety Overlay Systems In Effect

- Positive Train Control (PTC)
- Hy-Rail Limits Compliance System (HLCS)

GCOR 2.12, Approach Signal Announcement—In signaled territory and operating on a road radio channel, when a train is passing a signal displaying either an approach indication or a diverging approach indication in advance of a control point a crew member must transmit the following by radio:

- Train identification - initials, engine number, and direction
- Signal name
- Next control point location or milepost of signal
- Track - (on single track, MT designation is not necessary)
- Speed

Example: BNSF 4196 East, Approach in advance of MP 82.8, 29 MPH

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

GCOR/MWOR 8.20—The derails at Holdrege are located at the Stop Sign going eastward on the NKC Main on the east leg of the wye, MP 0.9, and 25 feet east of the B&D Spur Switch on the west leg of the wye.

GCOR/MWOR 15.1—Eastward Amtrak crews (NRPC) going on duty at Denver must obtain a General Track Bulletin (GTB) showing Restrictions in effect on the Hastings Subdivision.

Eastward Amtrak crews (NRPC) going on duty at Lincoln must obtain a General Track Bulletin (GTB) showing Restrictions in effect on the Heartland Division, Creston and Omaha Subdivisions, and the Chicago Division, Ottumwa Subdivision.

Westward Amtrak crews (NRPC) going on duty at Lincoln must obtain a General Track Bulletin (GTB) showing Restrictions in effect on the Akron, Brush and Hastings Subdivisions.

Train crews destined to/or operating from the Wymore Subdivision must obtain a General Track Bulletin (GTB) showing Restrictions in effect on the respective subdivision(s) to be traversed, prior to departing their on duty location unless otherwise instructed by the train dispatcher.

S-13.1.5, Riding In or On Moving Equipment—Riding cars is prohibited on all main tracks, sidings, yard and industry tracks between MP 286 and MP 289 (McCook Terminal).

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

MP	Device	Recall Code	Notes
Type B. Locations			
85.4		267	
100.6		268	
122.8		258	
143.3		287	
161.1		288	
191.1		118	
205.9		127	
223.0		128	
238.3		137	
258.1		138	
285.1		147	

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6. FRA Excepted Track—None

7. Special Conditions

Hastings—When trains and/or cars are standing on the main track, the siding, or on track 101 in close proximity to the crosswalk at the west side of the Hastings yard office, MP 156.6, all trains passing through will sound the whistle and ring the bell as a warning for people using the crosswalk.

Movements on Yard Tracks 101, 102 and 103 must not occupy the Marian Road Crossing at MP 157.9 and the Laird Ave. Crossing at MP 157.6 until automatic warning devices are operating to provide protection and the crossing gates are fully lowered.

McCook—When trains or light engines are in front of the depot (MP 287.8 to MP 287.9) on the main track or the siding, they are not required to sound whistle signal GCOR 5.8.2 (3) prior to departing McCook. The locomotive bell will be rung per GCOR 5.8.1.

When practicable, the switch crew will observe movement of cars exceeding eighty feet in length through the west crossovers at West McCook.

Unit Trains on Sidings—Loaded unit coal and taconite trains must not operate on sidings at Friend, Exeter, Sutton, Inland, and Bartley.

Crossing Protection—When using the siding at Holdrege do not occupy the crossing at MP 210.9, East Ave., unless the crossing warning signals are known to be operating for over 20 seconds.

Switch Circuit Controller Point Protection—The following switches are equipped with Switch Circuit Controller protection. Main track signals will be affected if these switches are not in the normal position:

- Fairmont, MP 113.80, inside hand-throw switch, track 3751 at west crossover
- Halloran, MP 151.5, east Halloran, inside switch
- Minden, MP 188.6, west elevator hand throw crossover switch
- Edison, MP 241.6, east elevator hand throw crossover switch
- McCook, MP 288.1, west yard lead hand throw crossover switch to siding, MP 288.1, siding hand throw crossover switch to west yard lead

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Yankee Hill Brick	Track 1	611	Dock
	Track 2	612	Dock
Bartley	House Track	1401	Grain bins

Close Track Centers

Location	Track Name	Track Nos.
Fairmont	Manning Grain	3702 - 3704
Halloran	Farmland	7206 - 7208
Hastings	Yard	103 - 104
Holdrege	Yard	101 - 103
Oxford	Yard	197 - 102, 102 - 103
McCook	Yard	100 - 111

SSI—Switch Control/Monitoring Systems

- Turnouts Equipped with Two Switch Machines (Moveable Point Frogs/Swing Nose Frogs/Derail):
  - MP 213.47 CP 2134
  - MP 215.32 CP 2153

Test Miles
MP 72 to MP 73
MP 92 to MP 93
MP 144 to MP 145
MP 174 to MP 175
MP 278 to MP 279

Flash Flood Critical Areas
MP 3.9 to MP 7.8—Cobb Line
MP 66.0 to MP 80.0
MP 231.0 to MP 242.0
MP 270.0 to MP 285.0

8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
163	Cobb Line	3.9 to 7.8
2	Hall to McCook	
Yard Line Segments		
882	Crete	
876	Hastings	
906	McCook	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
20496	Yankee Hill Brick	63.2	836	West
20592	AGP	153.1	9,328	East
20628	Motala	191.9	7,938	Both
20634	Kaapa	195.0	4,382	Both
20640	Funk	204.0	3,278	East
20643	Wac	206.9	1,130	Both
20650	Clyde	213.9	482	East
20717	Red Willow	281.0	412	West

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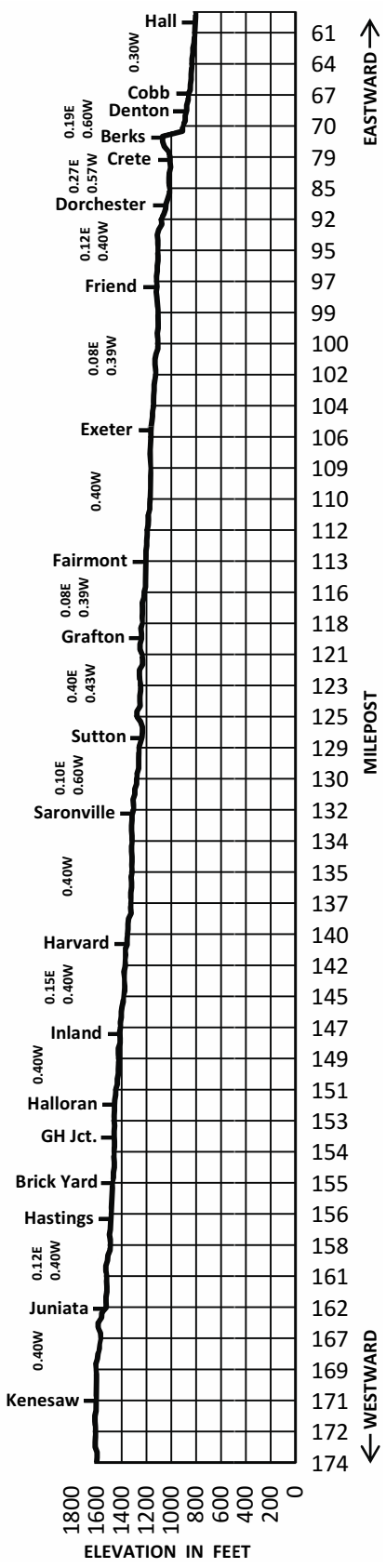
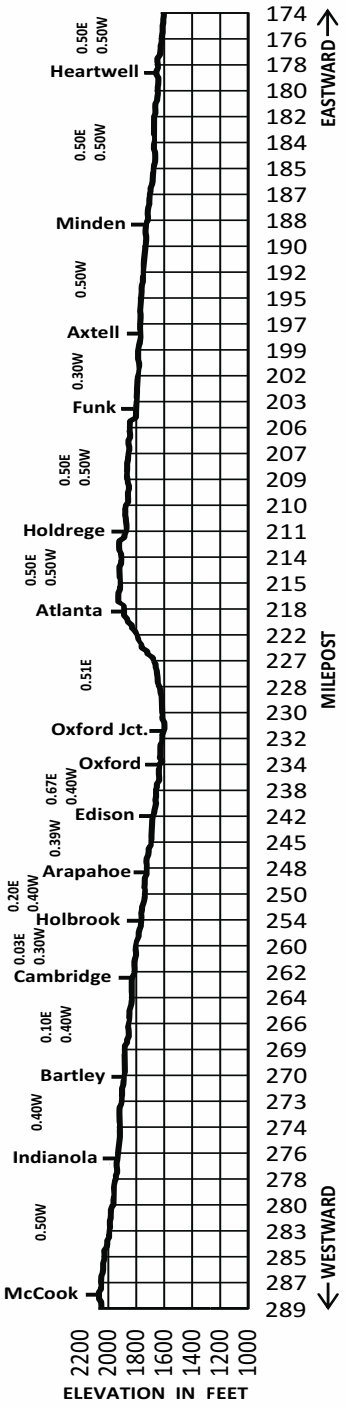
10. Grade Charts





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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Lester Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
Adjoining Sub: Hastings Subdivision Boundary: Lester, MP 0.7 / Hastings, MP 156.8 Information for Hastings is located in the Hastings Sub Timetable.									
		20592	0.7	HASTINGS	JT	TWC	159	10.1	
		82409	10.1	AYR JCT				1.6	
		82411	11.7	AYR				7.4	
		81386	19.1	BLUE HILL				11.6	
		82430	30.7	COWLES				6.3	
		81143	37.0	LESTER JCT	JT			37.0	
Adjoining Sub: Wymore Subdivision Boundary: Lester, MP 37.0 / Wymore, MP 190.4									

Central Continental Time in effect on Lester Subdivision

Radio Call-In	
Radio Channel 085 in service Hastings to Lester Jct.	
Hastings - 41(X)	Cowles - 42(X)
Emergency - Call 911	
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5	

Dispatcher Information
817-867-7099, Fax 817-352-7048

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 0.7 to MP 37.0	20	20

1(B). Speed—Permanent Restrictions

MP 1.0, EWD over crossing, HER	10	10
MP 2.0, EWD over crossing, HER	20	20
MP 34.3 to MP 34.4	10	10

1(C). Speed—Sidings and Main Track Switches and Turnouts
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Hastings to Lester Jct..... 143 tons, Restriction D
Ayr Jct. to Roseland ..... 143 tons, Restriction E

Location	Track Name	Track No.
Six-axle locomotives and six-axle derricks exceeding 175 tons are not permitted on the following tracks:		
Cowles	House Track	
Ayr	City Track	

3. Type of Operation

Main Track

MP 0.7 to MP 37.0	TWC

4. Subdivision Specific Rules Information
GCOR 6.19—When flagging is required, distance will be 1.5 miles.

5. Trackside Warning Devices (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Flash Flood Critical Areas
MP 22.0 to MP 37.0

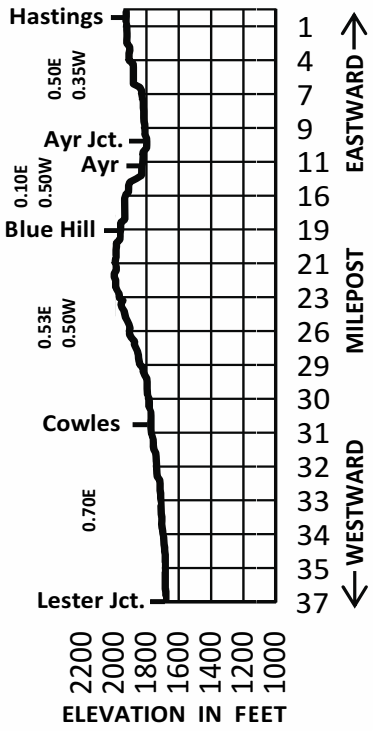
8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
159	Hastings to Lester Jct	
161	Ayr Jct to Roseland	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
82507	Roseland Lead	10.1	5 Miles	East

10. Grade Chart



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Orin Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
Adjoining Subs: Canyon & Casper Subdivision Boundary: Orin, MP 127.3 / Canyon, MP 133.2 / Casper, MP 133.2									
			127.3	BRIDGER JCT	J	CTC 2 MT	186	1.1	
			126.2	ORIN JCT Adj. RR: UP, MP 126.2	JT			3.1	
			119.4	CROSSOVER 119.4	X(2)			2.3	
		33193	117.1	SHAWNEE JCT Adj. RR: UP, MP 117.6	JX(2)	CTC 3 MT		6.5	
			110.6	CROSSOVER 110.6	X(2)			7.0	
			103.6	CROSSOVER 103.6	X(2)			8.1	
			95.5	CROSSOVER 95.5	X(2)			4.5	
			91.0	CROSSOVER 91.0	X(2)			2.4	
			88.6	MP 88.6				3.1	
			85.5	EAST BILL	BX(2)			4.7	
			80.8	WEST BILL	BX(2)	CTC 4 MT		6.8	
			74.0	CROSSOVER 74.0	X(2)			8.6	
		33160	65.4	CONVERSE JCT (To Antelope 2.2)	X(2)			2.9	
			62.5	EAST NACCO	TX(2)			0.3	
		33158	62.2	NACCO WYE JCT (To Rochelle 4.7) (To North Antelope 4.7)	T			0.3	
			61.9	WEST NACCO				2.2	
			59.7	MP 59.7		CTC 3 MT		3.9	
			55.8	CROSSOVER 55.8	X(2)			6.6	
			49.2	CROSSOVER 49.2	X(2)			3.5	
			45.7	CROSSOVER 45.7	X			2.2	
			43.5	CROSSOVER 43.5	X			0.5	
			43.0	MP 43.0				0.9	
		33142	0.8X	RENO JCT (To Black Thunder 0.7) (To Black Thunder East 5.7)	T				
			42.1	CROSSOVER 42.1	X			2.2	
10,000			39.9	MP 39.9				0.3	
			39.6	THUNDER JCT WEST	T			0.1	
			39.5	MP 39.5				6.5	
			33.0	CROSSOVER 33.0	X(2)			6.5	
			26.5	EAST COAL CREEK	X			0.3	
		33125	26.2	COAL CREEK JCT (To Coal Creek 2.1)	T			0.3	
			25.9	WEST COAL CREEK	X			2.1	
			23.8	EAST CORDERO JCT (To Cordero 2.2)	TX			2.7	
			21.1	WEST CORDERO JCT	TX			3.3	
			17.8	EAST ROJO JCT	X			0.4	
		33117	17.4	ROJO JCT (To Caballlo Rojo 0.7)	T			0.1	
			17.3	WEST ROJO JCT	X			0.9	
			16.4	EAST BELLE AYR JCT (To Belle Ayr 1.8)	T			1.4	
		33114	15.0	CABALLO JCT (To Caballo 0.4)	TX			0.3	
			14.7	CROSSOVER 14.7	X			6.5	
			8.2	CROSSOVER 8.2	X			7.8	
		30587	0.4	DONKEY CREEK JCT	JTX			126.9	
Adjoining Sub: Black Hills Subdivision Boundary: Orin, MP 0.0 / Black Hills, MP 586.4									

Mountain Continental Time in effect on Orin Subdivision

Radio Call-In		
Radio Channel 066 in service Bridger Jct to MP 20.6		
Fisher - 61(X)	Walker - 62(X)	Bill - 63(X)
Logan - 67(X)	Reno - 65(X)	Coal Creek - 66(X)
Radio Channel 085 in service MP 20.6 to Donkey Creek Jct		
Donkey Creek - 33(X)		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		
Radio Channel 023 in service UP Bill Yard UPRR Dispatcher 337 = *52		

Dispatcher Information

Bridger Jct. to W. Cordero Jct.—817-867-8076 or 817-352-6180, Fax 817-352-6260

W. Cordero Jct. to Donkey Creek Jct.—817-867-8080 or 817-352-2481, Fax 817-352-7067

UPRR Dispatcher 337—402-636-1647 or 800-726-1126

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 127.3 to MP 15.4	50	45
MP 15.4 to MP 0.4	35	35
MP 0.4 to MP 0.0, Orin Main 1 and Orin Main 2	25	25
Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)		
MP 103.6 to MP 102.3, Genesis lead	35	35
MP 102.3 to MP 102.0, Genesis lead	25	25
MP 62.1 to MP 61.9, Nacco Helper track	10	10
MP 62.2 to MP 61.8, E leg wye	25	25
MP 61.9 to MP 61.8, W leg wye	25	25
MP 45.5X to MP 43.2X, Reno Lead	50	40
MP 0.0X to MP 1.4X, Reno Lead	25	25
MP 0.0X to MP 1.0X, Reno Jct, E leg wye	25	25
MP 0.0X to MP 0.6X, Reno Jct, W leg wye	25	25
MP 39.8 to MP 39.7, Thunder Jct West, E leg wye	25	25
MP 39.6 to MP 39.7, Thunder Jct West, W leg wye	25	25
MP 26.4 to MP 26.3, Coal Creek Jct, E leg wye	25	25
MP 26.0 to MP 26.4, Coal Creek Jct, W leg wye	25	25
MP 17.7 to MP 17.6, Rojo Jct, E leg wye	25	25
MP 17.3 to MP 17.6, Rojo Jct, W leg wye	25	25
MP 0.3 to MP 0.0, Donkey Creek Jct, west leg wye	25	25

Temperature Restrictions

Contact the train dispatcher if in doubt of the temperature. Notify the train dispatcher when the train is restricted.

MP 127.3 to MP 0.0, - 10 degrees F & under	45	30

1(B). Speed—Permanent Restrictions—None

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1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

Main Track	Frt	
	Under 100 TOB	100 TOB & Over
MP 126.2, Orin Jct, turnout	25	25
MP 119.4, all turnouts	40	25
MP 117.1, Shawnee Jct, all turnouts	40	25
MP 110.6, all turnouts	35	25
MP 103.6, crossover turnouts and Genesis lead turnout	35	25
MP 95.5, all turnouts	50	40
MP 91.0, all turnouts	50	40
MP 88.6, turnout	25	25
MP 85.5, East Bill, all turnouts	40	25
MP 80.8, West Bill, all turnouts	40	25
MP 74.0, all turnouts	50	40
MP 65.4, Converse Jct, all turnouts	40	25
MP 62.5, East Nacco, all turnouts	25	25
MP 62.2, Nacco Wye Jct, turnouts	25	25
MP 61.9, West Nacco, turnouts	25	25
MP 59.7, turnout	50	40
MP 55.8, all turnouts	40	25
MP 49.2, all turnouts	40	25
MP 45.7, all turnouts	50	40
MP 43.5, all turnouts	40	25
MP 43.0, turnout	25	25
MP 0.8X, Reno Jct, all turnouts	25	25
MP 42.1, all turnouts	40	25
MP 39.9, all turnouts	25	25
MP 39.6, Thunder Jct West, turnout	25	25
MP 39.5, turnout	25	25
MP 33.0, all turnouts	50	40
MP 26.5, East Coal Creek, all turnouts	50	40
MP 26.2, Coal Creek Jct, turnout	25	25
MP 25.9, West Coal Creek, all turnouts	50	40
MP 23.8, East Cordero Jct, all turnouts	40	20
MP 21.1, West Cordero Jct, all turnouts	40	25
MP 17.8, East Rojo Jct, all turnouts	40	25
MP 17.4, Rojo Jct, turnout	25	25
MP 17.3, West Rojo Jct, all turnouts	40	25
MP 16.4, East Belle Ayr Jct, all turnouts	25	25
MP 15.0, Caballo Jct, all turnouts	35	25
MP 14.7, all turnouts	25	25
MP 8.2, all turnouts	35	25
MP 0.4, Donkey Creek Jct, turnouts	25	25

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

North Antelope, New Outbound	25	25
MP 49.5 to School Creek	20	20
MP 23.8, East Cordero Jct, east leg wye	25	25
MP 21.1, West Cordero Jct, west leg wye	25	25
MP 16.4, East Belle Ayr Jct, east and west legs wye	25	25
MP 15.0, Caballo Jct, east and west legs wye	25	25

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Bridger Jct. to Donkey Creek ..... 143 tons, Restriction A
Reno Jct. ..... 143 tons, Restriction A

3. Type of Operation

Main Track

MP 127.3 to MP 117.1	CTC, 2 MT
MP 117.1 to MP 80.8	CTC, 3 MT
MP 80.8 to MP 59.7	CTC, 4 MT
MP 59.7 to MP 0.0	CTC, 3 MT

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

Genesis lead between MP 103.6 and MP 102.0, Gensis
Helper track between West Nacco and East Nacco
East leg wye between East Nacco and Nacco Wye Jct
West leg wye between West Nacco and Nacco Wye Jct
MP 45.5X to MP 43.2X on Reno Lead
MP 0.0X to MP 1.4X (WBCS Reno Jct.) on Reno Lead
MP 0.0X (EBCS MP 43.0) to MP 1.0X (WBCS Reno Jct) on E Leg Wye
MP 0.0X (WBCS MP 42.1) to MP 0.6X (EBCS Reno Jct) on W Leg Wye
East leg wye between MP 39.9 and Thunder Jct West
West leg wye between MP 39.5 and Thunder Jct West
Mine lead between EBCS and WBCS Thunder Jct West
East leg wye between E Coal Creek and Coal Creek Jct
West leg wye between W Coal Creek and Coal Creek Jct
East leg wye between East Rojo and Rojo Jct
West leg wye between West Rojo and Rojo Jct
West leg wye between Donkey Creek Jct and E Campbell

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect:

- Hy-Rail Limits Compliance System (HLCS)

GCOR/MWOR 5.4.2 (A), Display of Yellow Flag, Less than Two Miles Ahead of Restricted Area—is changed to read:
Less than Two Miles Ahead of Restricted Area. Employees will display an additional yellow flag less than 2 miles before the restricted area on junction tracks, mine lead tracks, Progress Rail tracks and UP Bill yard tracks leading to the track affected. If the restriction is on a siding employees will display the yellow flag less than 2 miles before the restricted area. This information will also be included in the track bulletin, track warrant, or general order.

GCOR/MWOR 5.4.8, Flag Location—The first paragraph is changed to read:
Yellow flags will be placed on the track affected and on junction tracks, mine lead tracks, Progress Rail tracks and UP Bill yard tracks leading to the track affected.
Yellow-Red flags will be placed on all main tracks and sidings leading to the track affected.

GCOR/MWOR 6.19, Flag Protection—When flagging is required, distance will be 2.0 miles.

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ABTH 102.12.1—When utilizing HelperLink equipped locomotives in Helper Service, after coupling to train to be assisted, the Road Engineer on the lead consist of the train will Arm the ETD on the Helper Locomotive with the assistance of the Helper Engineer. Once the ETD is armed, an Emergency Application is required utilizing the Emergency Switch on the Lead Locomotive as outlined in ABTH 102.13.5 and Helper Engineer verifies upon visual inspection that Helper Locomotive Brakes apply. After successful test and air is recovered on Helper Locomotive Consist, train may depart once brake release is verified by visual inspection. Operation of Helpers and Helper Link instructions for this Subdivision are found in the current General Notice.

Helping Stalled DP Trains—Stalled distributed power trains that must add helpers to the head end of the train under the direction of the Orin Sub Operating Officer are to operate as outlined below:

ABTH Rules 102.12.3, 102.12.4, and 102.12.5 are amended only for this specific move to read:

ABTH Rule 102.12.3—Manned Helper Added to Head End of Train—When a manned helper is coupled on the head end of the train, the helper engineer will transfer control of the air brakes (and the throttle with MU cable) to the road engineer as follows:

1. Before opening angle cocks between the road locomotive and the manned helper, the engineer on the helper locomotive will:
   a. Communicate with the road engineer to determine the brake pipe reduction currently applied to the train.
   b. The helper engineer must make a reduction 2 psi more than the current reduction applied to the train.
   c. After brake pipe exhaust has ceased, cut out the automatic brake valve and place handle in the release position.
   d. Notify the engineer on the road locomotive of the amount of the brake pipe pressure reduction
   e. The independent brake valve must be left cut in on the helper locomotive. Place the independent brake valve handle in the release position and actuate to fully release the brakes on the helper locomotive consist.
2. The engineer on the road locomotive will:
   a. After opening the angle cocks between the helper and the road locomotive, increase brake pipe reduction to at least 20 psi and helper crew will observe that brakes apply on helper consist by visual inspection.
   b. When train is ready to depart, perform DP train check to check brake pipe continuity as brakes are released as per ABTH Rule 105.4 Also observe by visual inspection that brakes release on helper consist.

ABTH Rule 102.12.4—Manned Helper Removed From Head End of Train—When a manned helper will be detached from the head end of the train do the following:

1. The engineer in control of the road locomotive will:
   a. Make not less than a 6 psi brake pipe reduction.
   b. Notify the helper engineer when ready to detach the manned helper after closing the angle cocks between the helper consist and the road locomotive and removing the MU cable.
2. The helper engineer will cut in the Automatic Brake Valve after the angle cocks are closed between the consists.
3. After the helper consist is detached, the Engineer on the road locomotive will increase the brake reduction on the train to not less than 15 psi before the train departs.

ABTH Rule 102.12.5—Operating Responsibilities with Manned Helper—When adding helpers to the head end of a DP train, the control of all locomotives coupled together must be transferred to the DP road locomotive engineer by plugging in the MU cable, whenever practicable. When more than one locomotive is attached to a train, the engineer of the DP road locomotive must control the train's air brakes. The engineer in the lead locomotive consist is in charge of train movement. The engineer in charge will communicate with and direct the engineer on the DP road locomotive as follows:

1. Identify speed restrictions and locations where a stop is to be made at least 2 miles in advance.
2. Communicate clearly the name or aspect of signals affecting the train's movement as soon as the signals become visible or audible.

Note: The helper engineer will be responsible to comply with whistle requirements and may utilize the ABV handle, even though cut out, to initiate an emergency application of the brakes should any emergency situation occur requiring this action. The speed limit for a train in this configuration must not exceed 20 MPH.

Safety Rule S-13.5, Getting On and Off Moving Equipment—Supplemental Instruction: During the coal loading process at the mines, employees may get on and off moving locomotives when operating under pacesetter control at 2 MPH or less.

5. Trackside Warning Devices (TWD)

MP	Device	Recall Code	Notes
Type B. Locations			
126.2	DED		Exception reporting
120.6	DED		Exception reporting
116.8	DED		Exception reporting
113.5		688	Exception reporting
108.6	DED		Exception reporting
102.9	DED		Exception reporting
98.0		628	Exception reporting
93.0	DED		Exception reporting
88.0	DED		Exception reporting
83.3	DED		Exception reporting
78.4	DED		Exception reporting
75.3		678	Exception reporting
71.9	DED		Exception reporting
67.8	DED		Exception reporting
63.5	DED		Exception reporting
0.5	DED		Exception reporting, Nacco Wye Jct, North Antelope Rochelle Mine track New Lead at Nacco Wye Jct "South track"
0.5	DED		Exception reporting, Nacco Wye Jct, North Antelope Rochelle Mine track in OS at Nacco Wye Jct "North track"
58.0		677	Exception reporting
53.1	DED		Exception reporting
49.2	DED		Exception reporting
45.9		658	Exception reporting
40.1	DED		Exception reporting
0.3	DED		Exception reporting, Thunder Jct W Mine lead
35.4	DED		Exception reporting
30.1	HBD	667	Exception reporting
25.5	DED		Exception reporting
21.9		668	Exception reporting
16.9	DED		Exception reporting
14.2	DED		Exception reporting
10.6	DED		Exception reporting
5.6	HBD	337	Exception reporting

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6. FRA Excepted Track—None

7. Special Conditions

Reno Area Operations—Dispatchers will final Black Thunder East trains and Black Thunder trains to Raillink. Black Thunder will control train movements on Reno 1 to Reno 5 tracks through their agent Raillink. Empty trains entering any of the five tracks will be lined into the track by the Dispatcher. All empty trains arriving Reno Jct. will contact the Raillink Operations Manager on AAR channel 080 for route instructions:

- Black Thunder trains will get instructions for the route to the final landing spot.
- Black Thunder East trains will get instructions for a through route to the East Thunder Lead.

Black Thunder East trains arriving the East Thunder Lead will contact the Raillink Operations Manager on AAR channel 083 for instructions on Black Thunder East property. Trains departing Black Thunder East will get permission from Raillink and the Dispatcher prior to fouling the East Thunder Inbound Loop Track. Departing trains will then contact Raillink for route instructions to “Begin CTC”.

Track from and including Reno Jct. to the switch at MP 43.0 on MT1 is designated as the East Leg of Wye, Reno Jct. Track from and including Reno Jct. to the switch at MP 45.7 on MT1 is designated as the Reno Lead. Track from Reno Jct. to the switch at MP 42.1 on MT1 is designated as the West Leg of Wye, Reno Jct.

UP Bill Yard Instructions—Crews must contact UPRR Powder River dispatcher on radio channel 2323 (*52) before making movement through the BNSF control points at East Bill or West Bill when entering or leaving Bill Yard. Switches within UPRR-Bill Yard are controlled by the UPRR Powder River Sub dispatcher.

If the dispatcher cannot line switches within Bill Yard, verbal permission to take switches on hand must be given by the UPRR Powder River Sub dispatcher. Switches must not be lined for movement until a thorough job briefing has been completed with the UPRR Powder River dispatcher regarding all movements inbound, outbound or within the yard at Bill. These instructions do not apply to mainline crew changes at Bill.

North Antelope Rochelle Tracks—At Nacco, the mileposts for North Antelope Rochelle Tracks begin at the MT1 Clearance Point at East Nacco. Example, MP 0.0 is at the eastbound signal on the east leg of the wye at East Nacco.

All Coal Mines—All employees of BNSF Railway and UPRR will be governed by Powder River Division Instructions on Mine Properties located in General Notice. Employees must have this notice in their possession while operating on the Orin subdivision.

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

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

Coal Dust Mitigation Standards

1. As soon as practicable, trains handling cars loaded with coal at PRB mines for movement on the Joint Line must be loaded in such a way that any loss in transit of coal dust from the shipper’s loaded coal cars will be reduced by at least 85 percent as compared to loss of coal dust from coal cars where no remedial measures have been taken.
2. Loaded coal trains will be deemed to be in compliance with the loading requirement set out in this provision if Sections 2.A and 2.B below are satisfied or if the option in Section 3 below is pursued:
   A. Loaded uncovered coal cars will be profiled in accordance with BNSF’s published template drawing number 565000 on BNSF’s web site (www.BNSF.com). The template can be found by accessing the following tabs: Customer Tools, Equipment Information, Loading Diagrams, Coal.
   B. An acceptable topper agent (e.g., surfactant) will be properly applied to the entire surface of all loaded coal cars at an effective concentration level and in accordance with the manufacturer’s specifications. An acceptable topper agent is one that has been shown to reduce coal dust loss in transit by 85%. In tests carried out in the PRB, several topper agents have been shown to meet this criteria when properly applied. The table at the bottom of this provision lists these topper agents. Proper use of any one of the topper agents on the approved list in accordance with the manufacturer’s specifications and at the application rates specified in the table below, will satisfy this safe harbor provision. BNSF will consider other topper agents to be acceptable for purposes of this safe harbor provision if it is demonstrated that appropriate testing has shown that the topper agent achieves compliance with this provision.
3. This loading requirement will also be satisfied if BNSF is provided with assurance that an entity loading coal trains for subsequent transportation over the Joint Line has adopted a compliance plan involving measures other than those described in paragraph 2.B (e.g., compaction or other technology) and will perform profiling in accordance with Section 2.A above, and the additional proposed compliance measure will result in compliance with this Item.

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Acceptable Topper Agent and Application Rates

Topper Agents(1)	Concentration Rate Per Car (2)	Total Solution Applied Per Car (3)
Nalco Dustbind Plus	2.0 gal	20 gal
Midwest SoilSement (4)	1.25 gal	18.75 gal
Midwest SoilSement CCT-CM	0.65 gal	11.65 gal
AKJ Nalco CTC-100C (5)	1.36 gal	15 gal
AKJ Nalco DustLock C (6)	1.14 gal	12.5 gal
Rantech Capture 3000	2.5 lbs	20 gal
MinTech MinTopper S+0150	1.1 gal	20 gal

(1) For topper application only.
(2) The amount of topper agent mixed into a solution for each Railcar. These concentration rates were established during testing.
(3) The amount of topper agent solution (agent and water) applied to each Railcar.
(4) Midwest SoilSement may be produced by diluting Midwest SoilSement CCT-C with water 1:1.9 (water to agent).
(5) AKJ Nalco CTS-100 may be produced by diluting AKJ Nalco CTS-100C with water 10:1 (water to agent) and applied at 15 gallons per railcar.
(6) AKJ Nalco DustLock may be produced by diluting AKJ Nalco DustLock C with water 10:1 (water to agent) and applied at 12.5 gallons per railcar.

SSI—Switch Control/Monitoring Systems

- Turnouts Equipped with Two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derail):

Bridger Jct.
MP 119.4 crossover
MP 110.6 crossover
MP 95.5 crossover
MP 91.0 crossover
West Bill
Converse Jct. (All)
West Nacco
MP 55.8 crossover
MP 45.7 crossover
MP 43
MP 42.1 crossover
Reno Siding
MP 33.0 crossover
West Coal Creek
West Cordero Jct.
West Rojo Jct.
Caballo Jct.
MP 8.2 crossover
MP 126.2
Shawnee Jct.
MP 103.6 crossover
MP 88.6
East Bill
MP 74.0 crossover
East Nacco
MP 59.7
MP 49.2 crossover
MP 43.5 crossover
Reno Jct.
MP 39.5
Thunder Jct West
East Coal Creek
East Cordero Jct.
East Rojo Jct.
East Belle Ayr Jct.
MP 14.7 crossover
Donkey Creek Jct

- ICS in effect:

MP 119.4 crossover *
MP 110.6 crossover *
MP 95.5 crossover *
MP 88.6 *
West Bill *
Converse Jct.*
MP 59.7 *
MP 49.2 crossover *
MP 43.5 crossover *
MP 42.1 crossover *
MP 33.0 *
West Coal Creek *
West Cordero*
West Rojo *
MP 14.7 crossover *
Donkey Creek Jct *
Shawnee Jct.*
MP 103.6 crossover *
MP 91.0 *
MP 85.5 *—East Bill
MP 74.0 *
East Nacco *
MP 55.8 crossover *
MP 45.7 crossover *
Reno Jct.
Reno *
East Coal Creek *
East Cordero *
East Rojo *
Caballo Jct.*
MP 8.2 crossover *

* Denotes all crossover switches within Control Point are ICS.

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Black Thunder Mine	All tracks		Milepost signs
East Thunder Mine	All tracks		Milepost signs

Milepost Range Changes
MP 43.2X = MP 0.0X, Reno Lead

Duplicate Mileposts
Between the following locations an “X” has been added to the milposts because duplicate mileposts exist elsewhere on this subdivision:

- Between MP 45.5X and Reno Jct - MP 45.5X to MP 43.2X and MP 0.0X to MP 1.4X on the Reno Lead
- Between MP 43.0 and Reno Jct - MP 0.0X to MP 1.0X on the East Leg Wye
- Between MP 42.1 and Reno Jct - MP 0.0X to MP 0.6X on West Leg Wye

8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
186	Bridger Jct to Donkey Creek	MP 127.3 to MP 0.0
175	North Antelope Spur	MP 62.1 to MP 69.8
974	Antelope Spur	MP 65.3 to MP 67.4
191	Orin Sub switches (MP 43.5, MP 43.0, MP 42.1) to Reno Jct	MP 0.0X to MP 1.4X
191	Reno Jct to East Thunder	
193	Black Thunder Spur	
195	Black Thuder East	
195	Black Thunder West Spur	
173	Coal Creek Spur	MP 0.0 to MP 5.8
190	Cordero Spur	MP 21.1 to MP 24.7
189	Belle Ayr Spur	MP 14.8 to MP 20.0
172	Caballo Rojo Spur	MP 17.5 to MP 23.0
194	Caballo Spur	MP 14.6 to MP 20.8

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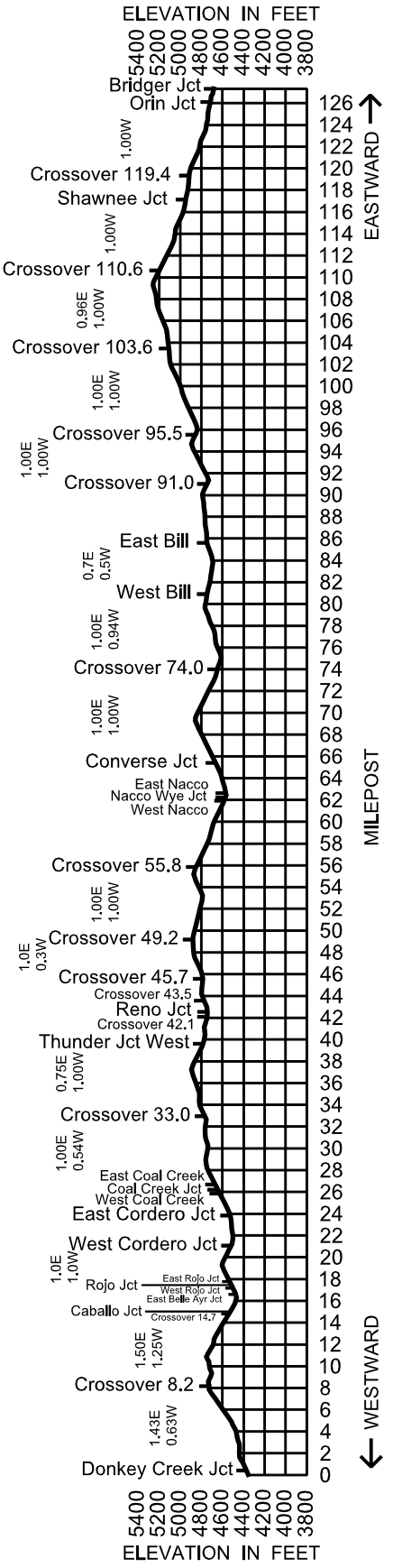
9. Other Location Information

Station No.	Name		Milepost	Capacity in Feet	Switch Opens
	Track 1001, MP 120.7, MT1		120.7	2,000	Both
	Track 1002, MP 120.7, MT2		120.7	1,00	Both
	Track 8311, MP 116.5, MT3		116.5	750	Both
	Track 8309, MP 109.5, MT3		109.5	850	Both
	Track 8310, MP 109.5, MT1		109.5	550	Both
	Track 8304, MP 102.7, MT3		102.7	750	Both
	Track 8303, MP 102.7, MT1		102.7	1,500	Both
	Track 9942, MP 97.7, MT3		97.7	750	Both
	Track 9941, MP 97.7, MT1		97.7	750	Both
	Track 8290, MP 90.7, MT1		90.7	1,500	Both
	Progress Rail (PLM)		85.6 - 88.6	33,750	Both
	Track 8284, MP 83.6, MT3		83.6	1,000	Both
	Track 8283, MP 82.7, MT3		82.7	1,000	West
	Track 8287, MP 76.7, MT1		76.7	2,500	Both
	Track 8277, MP 76.7, MT4		76.7	2,500	Both
	Track 8070, MP 70.3, MT1		70.3	700	Both
	Track 8069, MP 69.7, MT4		69.7	400	East
	Antelope Mine - 8002		65.3	Loop	East
	Track 7563, MP 63.4, MT1		63.4	1,400	Both
	Track 7564, MP 63.4, MT4		63.4	1,000	Both
33158	Helper Track - 7562 - MT1		61.86 - 62.07	700	Both
	Rochelle - 7502		62.0		Loop
	North Antelope - 7504		62.0		Loop
	Track 7559, MP 58.4, MT3		58.4	1,450	Both
	Track 7558, MP 58.4, MT1		58.4	1,450	Both
	Track 6552, MP 52.7, MT1		52.7	1,650	Both
	Track 6553, MP 52.7, MT3		52.7	1,650	Both
	School Creek		49.2		Loop
	Reno track 6542, MT1		42.6	1,800	Both
33142	Reno Jct.	To Black Thunder	0.8X	3,700	
		To East Thunder	0.8X	30,100	
	Western Gas Processors (Ind Park) - 6001 / 6002		34.7	1,500	Both
	Track 6032, MP 31.8, MT1		31.8	1,000	Both
	Track 6031, MP 31.8, MT3		31.8	1,000	Both
33029	Coal Creek - 5501		26.2		Loop
	West Coal Creek - 5526		25.4	1,000	West
33024	Cordero - 5001		22.5		Loop
	Caballo Rojo - 4501 / 4502		17.5		Loop
	Nelson Bros.Stub Trk, 4701		16.7	750	East
33018	Belle Ayr - 4006		16.4		Loop
	Track 4016, MP 16.0, MT1		16.0	1,250	Both
	Track 4015, MP 16.0, MT3		16.0	800	Both
33114	Caballo - 3501		15.5		Loop
	Track 3507, MP 9.0, MT1		9.5	3,350	Both

10. Grade Chart



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SOUTHWARD ↓ / ↑ NORTHWARD

Length of Siding (Feet)	Station Nos. UPRR	Station Nos. BNSF	Mile Post	Pikes Peak Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
Adjoining Sub: Brush Subdivision Boundary: Pikes Peak, MP 0.0 / Brush, MP 541.7								
8,100 MT2			541.7 0.0	20TH STREET	JX	CTC 2 MT	477	1.5
			1.5	WALNUT STREET Adj. RR: UP, MP 1.5	JX			0.7
8,100 MT2			2.2	8TH AVE.				2.3
	WD635	41134	4.5	SOUTH DENVER Adj. RR: UP, MP 4.5	J X(2)	CTC 3 MT		3.5
	WD631	57880	8.0	ENGLEWOOD	X(2)			4.2
	WD629	57860	12.2	LITTLETON	X(2)	TWC DT ABS		7.1
		57800	18.8(2) 19.3(1)	BIG LIFT	BX			5.2
3,200 MT2	WD614	57790	24.5	SEDALIA	X			2.9
8,200 MT1	WD611	57785	27.4	ORSA (MT1)				5.1
	WD606	57780	32.5	CASTLE ROCK				16.3
	WD590	57760	48.8	SPRUCE (MT1)				3.2
	WD587	57755	52.0	PALMER LAKE				5.2
6,900	WD582	57750	57.2	MONUMENT		CTC		8.1
7,200	WD575	57740	65.3	ACADEMY				7.0
			72.3	N. COLORADO SPRINGS				2.1
			74.4	BIJOU	X(2)			0.5
20,600	WD565	41064	74.9	COLORADO SPRINGS				0.5
			75.4	CIMARRON				1.0
			76.4	S. COLORADO SPRINGS				2.7
5,300	WD561	57660	78.8	KELKER				5.6
	WD556	57654	84.4	CREWS				3.5
	WD552	57650	87.9	FOUNTAIN		TWC DT ABS		6.1
			94.0	NORTH NIXON (MT2) Adj. RR: UP, MP 94.0	J	CTC 2 MT		0.4
			94.4	SOUTH NIXON (MT2) Adj. RR: UP, MP 94.4	J			0.9
	WD545	57640	95.3	BUTTES	X	TWC DT ABS		2.8
	WD542	57635	98.1	WIGWAM (MT2)				9.8
			107.9	N. BRAGDON (MT2)				0.7
6,018	WD524	57619	108.6	BRAGDON (MT1)	X(2)	CTC 2 MT		0.2
	WD523		108.8	TAPP (MT2) UPRR Control Point RGCP110				1.1
			109.9	SOUTH BRAGDON (MT1)				6.7
			116.6	N. PUEBLO (MT1)				1.8
			118.4	CANON CITY JCT. (MT1) Adj. RR: UP, MP 118.4 Adj. RR: RRRR, MP 118.4	J			0.4
	MX905	57200	119.3	SOUTH PUEBLO (MT1)	BCT			1.0
			120.3 MT1 118.2 MT2	PUEBLO JCT. UPRR Control Points MP 120.2 MT1 - UP MP 118.5 RGCP118 MP 120.3 MT1 - UP MP 118.5 RGCP917 MP 118.2 MT2 - RGCP 117	M			119.3*
Adjoining Subs: Pueblo & Spanish Peaks Subdivision Boundary: Pikes Peak, MP 120.3 / Pueblo MP 617.5 / Spanish Peaks, MP 120.3								

*119.3 miles is measured on MT1.

Mountain Continental Time in effect on Pikes Peak Subdivision

Radio Call-In		
Radio Channel 039 in service Denver Yard - 31(X)		
Denver Yd – 31(X)	Rennick Yardmaster – 256	
Radio Channel 066 in service 20th St. to Englewood		
Denver – 31(X) Rennick Yardmaster – 256	South Denver – 32(X)	
Radio Channel 036 in service Englewood to Pueblo Jct		
Big Lift - 29(X)	Castle Rock - 31(X)	Colorado Springs – 32(X)
Pueblo – 34(X) / Rennick Yardmaster - 256		
Radio Channel 045 in service Big Lift for switching		
Radio Channel 055 in service Pueblo for switching		
Rennick Yardmaster - 256		
Radio Channel 030 in service Pueblo for switching		
Rennick Yardmaster - 256		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		

Denver:

Radio Channel 031 in service Mechanical and MW Employees in Denver Yard, including the Locomotive Facility.

Radio Channel 039 in service for industry jobs/inbound/outbound crews when working with utility men and when train is on other than Main Track, Coal 1 or Coal 2; yardmasters 31st Street, 38th Street and Rennick; inside/outside hostlers when communicating with yardmasters.

Radio Channel 066 in service at Prospect Jct, Main Track, Coal 1 and Coal 2 and between 20th Street and Englewood.

Radio Channel TX 030/RX 076 in service Switch Yard Rennick, all industry jobs in the Denver Terminal Complex, and when industry jobs leave the Main Track to perform industrial switching.

Radio Channel 078 in service as yard information channel including all BNSF crew haulers and contract drivers.

Radio Channel TX 046/RX 079 in service Switch Yard (31st and 38th Streets) unless instructed by yardmaster.

Radio Channel 036 will be the primary channel between Englewood and Pueblo Jct. The UPRR dispatcher will request that employees working on UPRR-dispatched trackage change to channel 054 between Englewood and Bragdon or channel 092 between Bragdon and Pueblo Jct. to receive information.

Employees working on UPRR dispatched trackage must change to appropriate channel when necessary to report operational conditions.

Channel 036 must be monitored on portable radios while communicating with UPRR on other radio channels.

UP DS 386 call-in *86 (channel 054)
UP DS 380 call-in *80 (channel 092)

Dispatcher Information

20th Street to Englewood—817-867-7087, Fax 817-352-7028
Englewood to Pueblo Jct—817-867-7016, Fax 817-352-7024
UPRR DS 386 (Englewood to Bragdon)—800-726-1178, 402-636-1658 Tone *86
UPRR DS 380 (Bragdon to Pueblo Jct)—800-726-1174, 402-636-1654

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt	
	Under 100 TOB	100 TOB & Over
MP 0.0 to MP 80.6	45	45
MP 80.6 to MP 84.4	55	45
MP 84.4 to MP 120.3, MT1	55	45
MP 84.4 to MP 118.2, MT2	50	50

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UPRR Dispatched Temperature Restrictions
Level 1 Heat Restriction:

Passenger trains, lite engines and freight trains averaging less than 90 tons per car or platform	No additional restrictions *
Freight trains averaging 90 tons ore more per car or platform	50

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

1(B). Speed—Permanent Restrictions

	Frt
MT1 (20th Street to Pueblo Jct)	
MP 0.0 to MP 1.5	20
MP 1.5 to MP 4.7	30
MP 21.7 to MP 24.8	35
MP 24.8 to MP 30.3	40
MP 30.3 to MP 32.6	30
MP 32.5 to MP 36.5, ribbon rail trains handling continuous welded or jointed rail, on curves	25
MP 32.6 to MP 32.8	40
MP 39.5 to MP 44.4	40
MP 45.2 to MP 48.8	35
MP 48.8 to MP 52.0	30
MP 89.2 to MP 89.5	50
MP 90.4 to MP 92.9	45
MP 118.3 to MP 120.0	20
Single Track (Palmer Lake to Crews)	
MP 52.0 to MP 55.4	30
MP 52.0 to MP 55.4, 100 TOB and over	25
MP 55.4 to MP 60.3	25
MP 60.3 to MP 68.4	30
MP 74.6 to MP 76.6	30
MP 76.0 to MP 76.2, ribbon rail trains handling continuous welded or jointed rail, on curves	25
MP 76.6 to MP 80.6	40
MT2 (Pueblo Jct to 20th Street)	
MP 118.2 to MP 112.8	45
MP 95.1 to MP 94.8	40
MP 89.6 to MP 84.7, MT2, HER over street and highway crossings	35
MP 88.3 to MP 88.1	35
MP 86.3 to MP 85.1	45
MP 50.7 to MP 50.5	40
MP 45.4 to MP 45.2	40
MP 44.7 to MP 43.3	30
MP 44.2 to MP 43.4, ribbon rail trains handling continuous welded or jointed rail, on curves	25
MP 32.6 to MP 32.4, MT2, HER over street and highway crossings	40
MP 32.4 to MP 31.7	40
MP 16.5 to MP 16.2	40
MP 4.5 to MP 1.5	30
MP 1.5 to MP 0.0	20

Key Trains

Maximum speed within the following municipal area limits unless otherwise restricted:	Frt
MP 0.0 to MP 19.0	35
MP 65.0 to MP 81.0	35

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
MP 0.0, 20th St., siding turnouts	20	20
MP 4.5, South Denver, turnouts	30	25
MP 8.0, Englewood, turnouts	40	25
MP 12.2, Littleton, turnouts	40	25
MP 52.0, Palmer Lake, MT2, turnout	30	30
MP 57.2, Monument, siding turnouts	25	25
MP 65.3, Academy, siding turnouts	30	30
MP 72.3, North Colorado Springs, siding turnout	30	30
MP 74.4, Bijou, north crossover turnouts	30	30
MP 74.4, Bijou, south crossover turnouts	20	20
MP 74.4, between Bijou and Cimarron, siding track	20	20
MP 75.5, Cimarron, crossover turnouts	30	30
MP 76.4, South Colorado Springs, siding turnout	30	30
MP 78.8, Kelker, siding turnouts	30	30
MP 84.4, Crews, MT1, turnout	40	40
MP 94.0, North Nixon, MT2, turnout	15	15
MP 94.4, South Nixon, MT2, turnout	15	15
MP 108.6, Bragdon, north crossover turnouts	40	40
MP 108.6, Bragdon, south crossover turnouts	30	30
MP 108.8, Tapp, crossover turnouts	30	30

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
20th Street to Pueblo Yard ..... 143 tons, Restriction A
Kountry Line, 8th Ave to end of track ... 143 tons, Restriction E

Location	Track Name	Track No.
Six-axle locomotives are restricted on the following tracks:		
	Old Main Track	9994
Castillo		
Colorado Springs		

3. Type of Operation

Main Track

MP 0.0 to MP 4.5	CTC, 2 MT
MP 4.5 to MP 12.2	CTC, 3 MT
MP 12.2 to MP 52.0	TWC, DT ABS—MT1 SWD ABS—MT2 NWD
MP 52.0 to MP 84.4	CTC
MP 84.4 to MP 93.9	TWC, DT ABS—MT1 SWD ABS—MT2 NWD
MP 93.9 to MP 94.4	TWC, ABS, 2 MT—MT1 CTC, 2 MT—MT2
MP 94.4 to MP 107.9	TWC, DT ABS—MT1 SWD ABS—MT2 NWD
MP 107.9 to MP 108.4	TWC, 2 MT, ABS—MT1 SWD CTC, 2 MT—MT2
MP 108.4 to MP 118.2	CTC, 2 MT
MP 118.2 to MP 120.3	CTC—MT1

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Interlockings

Milepost	Type	Notes
120.3 (MT1)	Manual	Controlling RR: UP
118.2 (MT2)	Manual	Controlling RR: UP

4. Subdivision Specific Rules Information

GCOR/MWOR 1.14, Employee Jurisdiction—20th Street to Pueblo Jct, BNSF and UP trains and engines will use joint trackage and are governed by BNSF Timetable and System Special Instructions.

GCOR 5.8.2, Sounding Whistle—When operating on Union Pacific tracks, all whistle posts marked with an **X** require sounding the whistle signal regardless of the type of crossing the train is approaching.

GCOR 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Castle Pines, CO	24.57 (MT2)	Highway 67/Manhardt St
	UP 25.80 (MT2)	Private Crossing
	UP 26.58 (MT2)	Private Crossing
	UP 27.20 (MT2)	Private Crossing
	UP 27.75 (MT2)	Private Crossing
	UP 28.02 (MT2)	Private Crossing
	UP 29.33** (MT2)	Atrium Drive
Monument, CO	55.82	2nd Street
Security, CO	82.78	Main Street
	84.02	Fountaine Blvd

** Automated Horn System (AHS)—AHS includes a wayside horn, activated by the approaching train, which sounds a warning in conjunction with the automatic crossing devices. When the crossing signals are activated, the AHS will automatically sound a horn at the crossing. To confirm the AHS is functioning, an indicator flashes at the crossing. After the indicator is observed to be flashing, whistle signal Rule 5.8.2(7) is no longer required.

The train horn must be sounded if the wayside horn indicator is not visible approaching the crossing or if the wayside horn indicator, or an equivalent system, indicates that the system is not operating as intended.

GCOR 6.2, Initiating Movement—All crews need to obtain both BNSF and UPRR GTBs.

GCOR/MWOR 6.19, Flag Protection—When flagging is required the distance will be 2.0 miles.

GCOR/MWOR 10.3, Track and Time—A sign reading “Track and Time Point One” has been placed at the clearance point of MT2 at South Denver. Track and Time will be issued as follows:

Track and Time between Northbound Controlled Signal South Denver, Switch Yes and Track and Time Point One South Denver.

A sign reading “Track and Time Point One” has been placed at the clearance point of MT2 at Littleton. Track and Time will be issued as follows:

Track and Time between Southbound Controlled Signal Littleton, Switch Yes and Track and Time Point One Littleton.

ABTH Rule 100.13, Running Air Brake Test—Upon departing Denver, southward trains must make a running air brake test before arriving Big Lift to determine holding force of train brakes. If brakes do not operate properly, stop the train, correct the problem and perform another running air brake test.

Helping Stalled DP Trains—Stalled distributed power trains that must add helpers to the head end of the train under the direction of the Pikes Peak Sub Operating Officer are to operate as outlined below.

ABTH Rules 102.12.3, 102.12.4, and 102.12.5 are amended only for this specific move to read:

ABTH Rule 102.12.3—Manned Helper Added to Head End of Train—When a manned helper is coupled on the head end of the train, the helper engineer will transfer control of the air brakes (and the throttle with MU cable) to the road engineer as follows:

1. Before opening angle cocks between the road locomotive and the manned helper, the engineer on the helper locomotive will:
   a. Communicate with the road engineer to determine the brake pipe reduction currently applied to the train.
   b. The helper engineer must make a reduction 2 psi more than the current reduction applied to the train.
   c. After brake pipe exhaust has ceased, cut out the automatic brake valve and place handle in the release position.
   d. Notify the engineer on the road locomotive of the amount of the brake pipe pressure reduction
   e. The independent brake valve must be left cut in on the helper locomotive. Place the independent brake valve handle in the release position and actuate to fully release the brakes on the helper locomotive consist.
2. The engineer on the road locomotive will:
   a. After opening the angle cocks between the helper and the road locomotive, increase brake pipe reduction to at least 20 psi and helper crew will observe that brakes apply on helper consist by visual inspection.
   b. When train is ready to depart, perform DP train check to check brake pipe continuity as brakes are released as per ABTH Rule 105.4 Also observe by visual inspection that brakes release on helper consist.

ABTH Rule 102.12.4—Manned Helper Removed From Head End of Train—When a manned helper will be detached from the head end of the train do the following:

1. The engineer in control of the road locomotive will:
   a. Make not less than a 6 psi brake pipe reduction.
   b. Notify the helper engineer when ready to detach the manned helper after closing the angle cocks between the helper consist and the road locomotive and removing the MU cable.
2. The helper engineer will cut in the Automatic Brake Valve after the angle cocks are closed between the consists.
3. After the helper consist is detached, the Engineer on the road locomotive will increase the brake reduction on the train to not less than 15 psi before the train departs.

ABTH Rule 102.12.5—Operating Responsibilities with Manned Helper—When adding helpers to the head end of a DP train, the control of all locomotives coupled together must be transferred to the DP road locomotive engineer by plugging in the MU cable, whenever practicable. When more than one locomotive is attached to a train, the engineer of the DP road locomotive must control the train’s air brakes. The engineer in the lead locomotive consist is in charge of train movement. The engineer in charge will communicate with and direct the engineer on the DP road locomotive as follows:

1. Identify speed restrictions and locations where a stop is to be made at least 2 miles in advance.
2. Communicate clearly the name or aspect of signals affecting the train’s movement as soon as the signals become visible or audible.

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Note: The helper engineer will be responsible to comply with whistle requirements and may utilize the ABV handle, even though cut out, to initiate an emergency application of the brakes should any emergency situation occur requiring this action. The speed limit for a train in this configuration must not exceed 20 MPH.

ABTH 103.7.4, Balance Braking on Grade—Dynamic Brake Requirements:

BNSF trains operating southward from Palmer lake to North Colorado Springs and northward Palmer Lake to MP 13.2

Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
4,000 or less	4	4	4	6	6	6	6
4,001 to 5,000	6	6	6	6	6	8	10
5,001 to 6,000	6	8	8	8	8	10	12
6,001 to 7,000	8	8	8	8	10	12	14
7,001 to 8,000	8	8	8	8	10	12	14
8,001 to 9,000	8	8	8	10	12	14	16
9,001 to 10,000	8	8	10	12	14	16	18
10,001 to 12,000	8	10	12	14	16	18	20
12,001 to 14,000	10	12	14	16	18	20	22
14,001 to 16,000	12	14	16	18	20	22	24
16,001 to 18,000	14	16	18	20	22	24	26
18,001 to 20,000	16	18	20	22	24	26	28

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

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

5. Trackside Warning Devices (TWD)

MP	Device	Recall Code	Notes
Type B. Locations			
UP 12.3	DED		Exception reporting, MT1
UP 14.3	DED		Exception reporting, MT1
UP 15.9	DED		Exception reporting, MT1
UP 17.5	DED		Exception reporting, MT1
UP 19.3	DED		Exception reporting, MT1
UP 21.1	DED		Exception reporting, MT1
UP 21.3			MT1
21.9		7	MT2
UP 22.9	DED		Exception reporting, MT1
UP 24.5	DED		Exception reporting, MT1
UP 26.8	DED		Exception reporting, MT2
UP 29.4	DED		Exception reporting, MT2
UP 31.6	DED		Exception reporting, MT2
UP 33.0	DED		Exception reporting, MT2
UP 35.0			MT2
UP 36.8	DED		Exception reporting, MT2
UP 38.8	DED		Exception reporting, MT2
UP 40.6	DED		Exception reporting, MT2
UP 42.4	DED		Exception reporting, MT2
UP 44.6	DED		Exception reporting, MT2
46.35		8	MT1
UP 46.8	DED		Exception reporting, MT2
UP 48.5			MT2
UP 50.5	DED		Exception reporting, MT1
UP 54.2	DED		Exception reporting
UP 60.4			
UP 62.3	DED		Exception reporting
UP 68.8	DED		Exception reporting
UP 70.3	DED		Exception reporting
81.1		8	
UP 86.1	DED		Exception reporting, MT2
UP 87.6	DED		Exception reporting, MT2
UP 89.2	DED		Exception reporting, MT2
UP 91.4	DED		Exception reporting, MT2
92.3	DED		Exception reporting, MT1
UP 93.2	DED		Exception reporting, MT2
UP 95.6	DED		Exception reporting, MT2
UP 98.2	DED		Exception reporting, MT2
99.1	DED		Exception reporting, MT1
UP 100.2			MT2
UP 102.4			MT2
103.4		8	MT1
UP 104.8	DED		Exception reporting, MT2
UP 106.6	DED		Exception reporting, MT2
108.2	DED		Exception reporting, MT1
UP 111.8	DED		Exception reporting, MT2
113.6	DED		Exception reporting, MT1
UP 113.6	DED		Exception reporting, MT2
UP 115.5	DED		Exception reporting, MT2
UP 115.6	DED		Exception reporting
UP 117.1	DED		Exception reporting, MT2
Other Devices			
32.8	High Water		330, MT2
42.4	High Water		424. MT2
43.4	High Water		446, MT2
77.9	High Water		"A" North (Kelker), Protected by the SBCS South Colorado Springs and the NBCS North Kelker.
84.7	High Water		861, MT2, SBCS at Crews protects bridge at MP 84.7
88.5	High Water		892, MT2
99.2	High Water		991, MT1

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

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

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Trackside Warning Devices
Hot box, hot wheel and dragging equipment detector alarms will be transmitted simultaneously on UP and BNSF radio channels per the following:
Post-train talker message

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

   This message will be repeated once after a 2 second pause, followed by:
   - Message complete.
   - End of transmission.
3. For trains with one or more alarms, the following message will be transmitted:
   - UP detector (Milepost Location), Northbound or Southbound, (Number) alarms, count from head end of train.
   - First alarm, hot bearing, (east or west) rail, axle (Number)
   - Second alarm, hot bearing, (east or west) rail, axle (Number)
   - Third alarm, hot wheel, near axle (Number)
   - Fourth alarm, hot wheel, near axle (Number)
   - Fifth alarm, dragging equipment, near axle (Number)

   If more than 10 alarms are detected, the following message will be transmitted:
   - Over 10 alarms inspect the rest of the train.

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

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

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

6. FRA Excepted Track

Location	Track Name	Track No.
Orsa	Storage Track	5502
Castle Rock	House Track and Storage Track	5102, 5105
Colorado Springs	Yard	0903, 0904, 0905, 0909, 0910, 0912, 0913, 0914, 0921, 0922, 0999
Kelker	Yard	0801 - 0804, 0830 - 0835
Drennan	Yard	0812 - 0816, 0818 - 0820
Crews	Spur Track	9902
Fountain	Atlas Metal	9601
Bragdon	Storage Track	7402
South Park Junction	Yard Tracks	Park Lead, Park Yard, 0351, 0333 - 0360, 0390, 0418, 0421 - 0425, 0463 - 0470, 0476, 0478, 0479, 0498

7. Special Conditions

20th Street—The siding at 20th Street is also referred to as Lodo siding. It is equipped with derails required to be used when parking trains.

8th Ave—The siding at 8th Avenue is also referred to as Hogan's Alley.

South Denver Locomotive Daily Inspection—Locomotive Daily Inspections on through trains operating to or from the Pike Peaks Subdivision must be performed as outlined in Air Brake and Train Handling Rule 101.2. The responsibility for this inspection will be the engineer that is operating the train after 1200 on the date the inspection is required.

The inspection process for the lead consist can be performed at Spot 1, 2, 3, or 4, 13th Avenue or at the 31st Street yard in Coal 1, Coal 2 or the main track. The inspection of the DP remote consists will only be conducted when the head end of the train is moved to Spot 1, 13th Avenue or at the 31st Street yard in Coal 1, Coal 2 or main track. The inspection locations for the DP remote consists at the designated area will allow for access within the RTD corridor and utilization of the van service for transportation to and from the DP remote consists.

As outlined in ABTH Rule 101.2, communication with the Dispatcher, Yardmaster or other proper authority is required to determine inspection location.

The inspection requirements may be completed at Trinidad or Pueblo if time and coordination with dispatcher permits.

20th Street to Littleton Corridor—When staging trains in the Corridor, trains will stop at the Spot locations as directed by the dispatcher.

Northward Spot locations are as follows:
Spot 0 13th Ave ..... MP 1.9
Spot 1 South Denver ..... MP 4.7
Spot 2 Evans Ave ..... MP 6.1
Spot 3 Englewood ..... MP 8.3
Spot 4 Littleton ..... MP 10.3

Southward Spot locations are as follows:
Spot B Littleton ..... MP 10.1
Spot C Englewood..... MP 7.9
Spot D Evans Ave ..... MP 5.9
Spot E Kalamath Str..... MP 3.3
Spot F Walnut Str ..... MP 1.4

These locations are in advance of the signals.

Palmer Lake—Helper engines entering MT1 and moving less than 1 mile to couple onto and help a southward train must obtain verbal authority from the UPRR dispatcher before occupying MT1. After uncoupling from the rear of a southward train, BNSF helper engines are authorized to occupy MT1 and move Southward between MP 50.5 and MP 52.0.

Kountry Industrial Spur
- **MP 2.8, 3rd Avenue**—Engineer signal will display a green aspect for rail movement. The engineer signal protecting Third Ave. is bonded 100 feet from the crossing on Kountry Main Line, and 50 feet from the crossing on the Run Around and Belt tracks. A red engineer signal or dark engineer signal at Third Ave. requires movement to be protected by a member of the crew per GCOR 6.32.2 and must be reported to 31st Street yardmaster.
- **MP 3.35, Alameda Avenue**—The engineer signal will display a green aspect for rail movement. A red engineer signal or dark engineer signal at Alameda Avenue requires the movement to be protected by a member of the crew per GCOR 6.32.2 and must be reported to the 31st Street yardmaster.

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- **MP 4.35, Mississippi Avenue**—The engineer signal will display a green aspect for rail movement. A red engineer signal or dark engineer signal at Mississippi Avenue requires the movement to be protected by a member of the crew per GCOR 6.32.2 and must be reported to the 31st Street yardmaster.
- **MP 4.8, Florida Avenue**—The engineer signal will display a green aspect for rail movement. The engineer signal protecting Florida Ave. is bonded 550 feet from the crossing on the Kountry Main Line. A red engineer signal or a dark engineer signal at Florida Ave. requires the movement be protected by a member of the crew per GCOR 6.32.2 and must be reported to the 31st Street yardmaster.
- **MP 6.0, Evans Avenue**—Engineer signal at Evans Avenue will display green aspect for rail movement. Train must stop within 25 feet of the Stop Sign and wait 25 seconds before proceeding over the crossing on a green aspect. A red engineer signal or dark engineer signal at Evans Avenue requires a member of the crew protect the movement as outlined in GCOR 6.32.2. Any failure of the system to operate as outlined above must be reported to the 31st Street Yardmaster.
- **MP 6.98, Dartmouth Avenue**—The engineer signal will display a green aspect for rail movement. A red engineer signal or dark engineer signal at Dartmouth Avenue requires the movement to be protected by a member of the crew per GCOR 6.32.2 and must be reported to the 31st Street yardmster.

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

All trains entering the yard at Pueblo must contact the yard engine on duty on channel 055 to job brief on the work to be performed.

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

Remote Control Zones
Pueblo

- **RCZ A (Pueblo, Inbound Lead)**—Starts on inbound lead on south side of yard crossing and continues south approximately 1,000 feet up to, but not including, the south crossover switch. RCZ A may not be activated unless RCZ B (Pond Lead) is also activated.
- **RCZ B (Pueblo, Pond Lead)**—Begins at South Crossover Switch on Inbound Lead (this crossover switch will be lined for whichever RCZ is in use - RCZ A or RCZ C) and continues south through Pond Lead Switch to end of Pond Lead. RCZ B is approximately 1,945 feet in length.
- **RCZ C (Pueblo, Outbound Lead, 22 Lead and Markley Lead)**—Begins at three separate locations:
  - On Outbound Lead on south side of yard crossing
  - On Markley Lead on south side of yard crossing
  - On 22 Lead on south side of yard crossing

  RCZ C then extends south from these 3 start points and includes the South crossover from the Outbound to the Inbound Track (up to but not including the crossover switch on the Inbound). RCZ C may not be activated unless RCZ B (Pond Lead) is also activated.

  RCZ C length varies dependent on starting point - total approximate length from start on Outbound Lead to RCZ B is approximately 1,100 feet.

- **Activation / Deactivation Procedure**—Remote Control Zones (RCZ) A, B, and C at Pueblo activation status will be monitored by the Denver Rennick Yardmaster (channel 030 or 055). After complying with requirements of GCOR 6.5.1 and 6.7, Remote Control Crew will contact Denver Rennick Yardmaster to activate RCZ. When the remote control zone is activated, track(s) within the zone must not be fouled with equipment, occupied, or switches operated until the remote control zone has been deactivated. Prior to entering RCZ limits at Pueblo, all movements will contact either the RCO crew on duty at Pueblo or Denver Rennick Yardmaster to determine activation status of RCZ's.

Operating Jurisdictions

BNSF Brush Dispatcher
MP 0.0 to 8.0

BNSF Denver South Dispatcher
MP 8.0 to MP 12.2
MP 12.2 to MP 52.0—MT2
MP 52.0 to MP 84.4
MP 84.4 to MP 107.9—MT2
MP 107.9 to MP 120.3—MT1

UPRR Colorado Springs Dispatcher
MP 12.2 to MP 52.0—MT1
MP 84.4 to MP 107.9—MT1
MP 107.9 to MP 118.2—MT2

UPRR track warrant forms are used on UPRR dispatched track. The BNSF Timetable, Special Instructions, and Operating Rules apply on UPRR dispatched track.

All southward trains departing Denver must contact the UPRR dispatcher when approaching South Denver and provide their location and their departure time from 31st Street.

Main Track Ownership

Track	Segment	Owner
MT1	MP 0.0 to MP 24.87	UPRR
	MP 24.87 to MP 48.97	BNSF
	MP 48.97 to MP 52.0	UPRR
	MP 84.36 to MP 84.49	BNSF
	MP 84.49 to MP 86.54	UPRR
	MP 86.54 to MP 120.3	BNSF
MT2	MP 0.0 to MP 25.2	BNSF
	MP 25.2 to MP 49.78	UPRR
	MP 49.78 to MP 51.85	BNSF
	MP 51.85 to MP 52.0	UPRR
	MP 84.36 to MP 86.15	BNSF
	MP 86.15 to MP 120.26	UPRR
MT3	MP 4.4 to MP 12.5	BNSF
Single Track	MP 52.0 to MP 78.75	UPRR
	MP 78.75 to MP 84.36	BNSF

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UPRR Dispatched Temperature Speed Restriction
Level 1 Heat Restriction:
Passenger trains, lite engines, and freight trains averaging less than 90 tons per car or platform.....No additional restrictions*

Freight trains averaging 90 tons or more per car or platform .....50 MPH *

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

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Denver	Atlas Metals & Iron	2404	Do not ride car beyond gate
	Siegel Oil	3007	Do not ride car beyond gate
	Pacific Supply	3054	Unloading dock
	Jackson Ice Cream	3018	Unloading rack
	ADM	3120	Unloading racks
	BMC	3208	Building side of rail
	Austin Hardwoods	3209	Building side of rail
	Papermill Pass	3210	Building
	Hercules Ind.	3302	Building and next to dock both side of car
	All Recycle	3304	Next to wall on old spot location
	Air Liquide	3305	Unloading racks
	Arapahoe	3308	Coal dumper
	Robinson Brick	3313	Dock
	Publication Printer	3322	Building
	DBHL Plastic (Moen)	3324	Building and next to fence both sides of car
	MGM	3327	Building
Pueblo	JM Corp	479	Gate at the entrance to the facility & on the west side of the track next to the unloading racks.
Kelker	Western Scrap	812	Gate at the entrance to the spotting area
	Oglebay Industrial Sand	814	Gates at the entry to the plant and on the west side
	American Iron and Metals	819	Two sets of gates on the lead on either side of Drennan Ind. Loop (road crossing)
MP 81.2	Main track		Mechanical monitoring device
Colorado Springs	Gazett Telegraph	909	Spotting docks (north side of track)
Castle Rock	Acme Brick	5105	Gate
Big Lift	Savage	6506	West side of track at the building

Test Miles
MP 112 to MP 113 (MT1 and MT2)
MP 113 to MP 114 (MT2)

Flash Flood Critical Areas
MP 2.2 to MP 12.2 MT1
MP 33.0 to MP 39.0 MT1
MP 78.8 to MP 84.4 MT
MP 84.4 to MP 113.9 MT1
MP 6.0 to MP 7.0 Kountry Industrial Spur

SSI—Switch Control/Monitoring Systems
- Turnouts Equipped with Two Switch Machines (Moveable Point Frogs/Swing Nose Frogs/Derail):
  - MP 52.0, Palmer Lake, MT2 Turnout

8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
477	20th Street to Pueblo Jct	MP 0.0 to MP 120.3
Yard Line Segments		
7357	Pueblo Yard	
483	Kountry Line	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
MT1				
20977	Siegel Oil Spur	1.6	1,000	South
20977	Duwald Steel	2.4	500	South
	Kountry Line	2.4	7 miles	North
	Pacific Supply	5.3	250	North
57880	Ft. Logan Spur	9.1	6,330	South
57819	Blakeland Spur	15.3	3,000	South
57780	Castle Rock	32.2	100	South
57775	Tomah	37.5	1,650	South
57770	Larkspur	42.6	200	South
57760 WD590	Spruce	48.8	3,000	South
57755	Palmer Lake	51.8	500	South
57644 WD547	Nixon	91.2	15,100	North
57630 WD540	Henkel	100.8	1,200	South
57619	Bragdon	107.9	5,300	Both
Single Track				
57750	Wood	56.2	1,250	South
57745	Stadium (2)	63.3	3,200	South
WD569	Russina Spur	70.7	4,000	North
	Castillo (off Colorado Springs siding)	74.8		Both
57660	Drennan and Columbine Industrial Center (Joint UP & BNSF)	79.8	1,700	South
MT2				
	North Burnham Lead	1.5	15,840	Both
41134	Iowa Spur	5.5	7,500	North
57870	Santa Fe Park	12.5	2,600	Both
57780	Castle Rock	32.5	350	North
57770	Larkspur	42.9	750	North
57765	Greenland	46.6	200	North
57755	Palmer Lake	52.0	1,500	North
57654 WD556	Crews	84.7	2,700	North
57635 WD542	Wigwam	98.1	4,300	North

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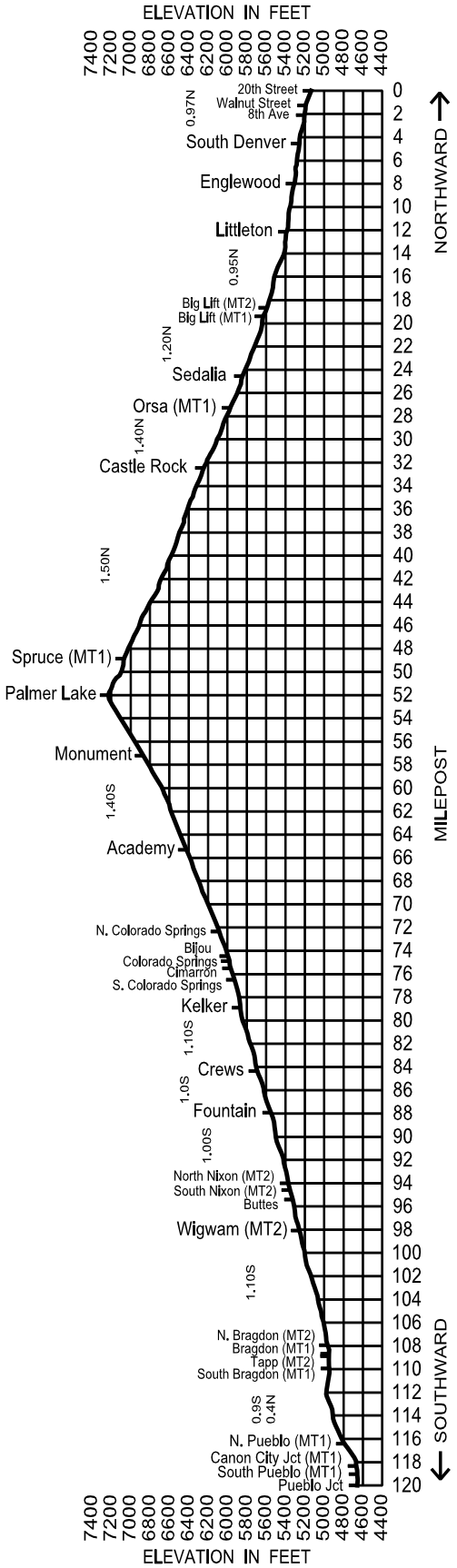
10. Grade Chart



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SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Pueblo Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTHWARD
Adjoining Subs: Pikes Peak & Spanish Peaks Subdivision Boundary: Pueblo, MP 617.5 / Pikes Peak, MP 120.3 / Spanish Peaks, MP 120.3 Information for Pueblo Jct is located in the Pikes Peak Sub Timetable									
		617.5	PUEBLO JCT. UPRR Control Point RGCP917	M	CTC	7304	6.7		
	7,500	57180	610.9	BAXTER				7.3	
	7,500	57165	603.6	AVONDALE				5.0	
		57160	598.6	BOONE				7.0	
		57158	591.6	NA JCT. Adj. RR: CKP, MP 591.6	J	TWC ABS		17.1	
	5,400	57150	574.5	MANZANOLA				3.5	
	4,100	57145	571.0	VROMAN				5.4	
	5,000	57140	565.6	ROCKY FORD				5.8	
		57120	559.8	SWINK				4.9	
		56700	554.9	LA JUNTA	BCP TY	YL ABS		62.9	
Adjoining Subs: Raton & Boise City, Kansas Division Subdivision Boundary: Pueblo, MP 554.9 / Boise City, MP 554.9 / Raton, MP 554.9 Information for La Junta is located in the Kansas Division, Boise City Sub Timetable									

Mountain Continental Time in effect on Pueblo Subdivision

Radio Call-In		
Radio Channel 036 in service Pueblo Jct to La Junta		
Pueblo - 34(X)	Fowler - 35(X)	La Junta – 36(X)
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		

Dispatcher Information
817-867-7016, Fax 817-352-7024

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 617.5 to MP 554.9	55	45
MP 617.5 to MP 554.9, freight over 10,000 feet	—	45

UPRR Dispatched Temperature Restrictions
Level 1 Heat Restriction:

Passenger trains, lite engines and freight trains averaging less than 90 tons per car or platform	No additional restrictions
Freight trains averaging 90 tons or more per car or platform	50

1(B). Speed—Permanent Restrictions

	Frt
MP 617.5 to MP 617.4	15
MP 617.4 to MP 617.2	25
MP 616.0 to MP 615.9	50
MP 614.4, bridge 614.4, cars heavier than 143 tons	25
MP 598.6 to MP 597.3	40
MP 577.4, bridge 577.4, cars heavier than 143 tons	25
MP 556.1 to MP 555.7	40
MP 555.4 to MP 555.3, HER	40

1(C). Speed—Sidings and Main Track Switches and Turnouts
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Frt Under 100 TOB	Frt 100 TOB & Over
MP 610.9, Baxter, siding turnouts	30	30
MP 603.6, Avondale, siding turnouts	30	30
MP 591.6, NA Jct, junction switch turnout	30	30

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Pueblo Jct. to La Junta..... 143 tons, Restriction A

3. Type of Operation

Main Track

MP 617.5 to MP 591.6	CTC
MP 591.6 to MP 557.8	TWC, ABS
MP 557.8 to MP 554.9	YL, ABS

Interlockings

Milepost	Type	Notes
617.5	Manual	Controlling RR: UP

4. Subdivision Specific Rules Information

GCOR/MWOR 1.14, Employee Jurisdiction—BNSF and UP trains and engines will use joint trackage and are governed by BNSF Timetable and System Special Instructions.

GCOR/MWOR 6.2, Initiating Movement—All crews need to obtain both BNSF and UPRR GTBs.

GCOR/MWOR 6.19, Flag Protection—When flagging is required, distance will be 2.0 miles.

5. Trackside Warning Devices (TWD)

MP	Device	Recall Code	Notes
Type B.Locations			
595.1			
570.7		8	
Other Devices			
612.5	High Water		NBCS S Baxter and signal 6135
557.4	High Water		Signals 5587 and 5562

6. FRA Excepted Track

Location	Track Name	Track No.
Baxter	Yard tracks	0223, 0224, 0226, 0227, 0229, 0231, 0232, 0233, 0235
Avondale	East and west legs of wye, Old Main	0678, 0679, 0683
Fowler	Mill track	2802
Manzanola	Team track	2002
Rocky Ford	Team track, Factory Lead, Highline and Factory track	1101, 1112 - 1115, 1118

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7. Special Conditions

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

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

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

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Baxter	Economy Bulding Material	224	Fence protecting industry
Devine	Doane	231	Building
	Timberline Steel	236	Fence protecting industry
Rocky Ford	Western Sugar	1112	Fence protecting industry
		1115	Fence protecting industry
		1118	Fence protecting industry

Test Mile
MP 608.0 to MP 607.0

Flash Flood Critical Areas
MP 590.6 to MP 590.2
MP 587.6 to MP 586.0

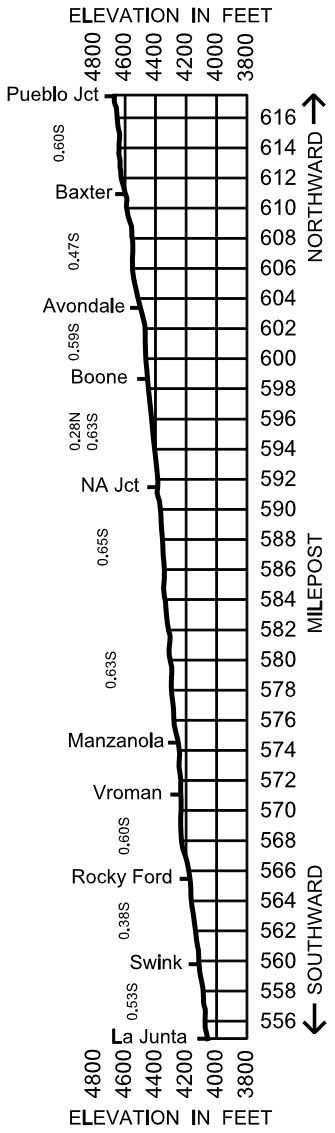
8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
7304	Pueblo Jct to La Junta	MP 617.5 to MP 554.9

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
57180	Economy Building Spur	615.1	400	South
57180	Pueblo Chemical Depot	610.7	Yard	North
57175	Devine	610.7	3117	Both
57180	Pueblo Industrial Park	610.5	Yard	Both
57160	Boone	598.6	600	South
57155	Fowler	583.1	2,640	South
57150	Manzanola	574.1	1,200	South
57140	Rocky Ford	564.6	900	South

10. Grade Chart



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Raton Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
Adjoining Subs: Pueblo & Boise City, Kansas Division Subdivision Boundary: Raton, MP 554.9 / Pueblo, MP 554.9 / Boise City, MP 554.9 Information for La Junta is located in the Boise City Sub Timetable									
		56700	554.9	LA JUNTA	BC PTY	YL ABS	7300	17.4	
	4,650	56660	572.3	TIMPAS				10.7	
	6,000	56650	583.0	MINDEMAN				8.5	
	6,250	56640	591.5	DELHI		TWC ABS		13.2	
	6,250	56630	604.7	SIMPSON				10.3	
	4,750	56620	615.0	MODEL				11.3	
	6,150	56610	627.0	HOEHNES				9.5	
		40924	635.8	TRINIDAD Adj. Sub: Twin Peaks MP 634.9 Information for Trinidad is found in the Twin Peaks sub timetable.	JPY	YL ABS		1.3	
		56600	637.1	WEST TRINIDAD				1.5	
		89102	638.6	JANSEN		CTC 2 MT		8.7	
			647.3	GALLINAS				4.5	
		56555	651.8	WOOTTON				3.4	
	9,300	56510	655.2	KEOTA				4.3	
	9,500	56500	659.5	RATON	BPTX			11.8	
	5,650	56490	671.3	HEBRON		CTC		7.5	
	5,900	56480	678.8	SCHOMBERG				12.6	
	6,050	56450	691.4	FRENCH	T			8.0	
	6,300	56445	699.4	SPRINGER				10.6	
	6,250	56440	710.0	COLMOR				9.7	
	6,100	56430	719.7	LEVY				5.6	
	3,800	56425	725.3	WAGON MOUND		TWC ABS		17.0	
	4,650	56420	742.3	SHOEMAKER				7.9	
	6,250	56415	750.2	WATROUS				9.3	
	7,602	56410	759.5	ONAVA				10.5	
	5,700	56400	770.1	LAS VEGAS	BP			215.1	
Adjoining Sub: Glorieta, Southwest Division Subdivision Boundary: Raton, MP 770.1 / Glorieta, MP 770.1 Information for Las Vegas is located in the Glorieta Sub Timetable									

MP 554.9 to MP 635.0 is under the jurisdiction of the Kansas Division.

Mountain Continental Time in effect on Raton Subdivision

Radio Call-In		
Radio Channel 032 in service La Junta to Las Vegas		
LaJunta - 12(X)	Delhi - 13(X)	Model - 14(X)
Trinidad - 15(X)	Jansen - 16(X)	Raton Pass - 22(X)
Raton Tunnel - 24(X)	Raton - 23(X)	
Radio procedure for trains to talk to the dispatcher while operating in the tunnel and for communication between someone inside and outside the tunnel is as follows: User inside tunnel remains on channel 032 User outside tunnel changes to radio frequency 065 Both users can talk to the dispatcher as long as the dispatcher has selected a Raton Pass station.		
Raton Pass - 52(X)	Raton Tunnel - 54(X)	Raton - 53(X)
French - 25(X)	Springer - 26(X)	Levy - 31(X)
Shoemaker - 32(X)	Las Vegas - 34(X)	Blanchard - 35(X)
Emergency – 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		

Dispatcher Information

LaJunta to Wootton—817-867-7057, Fax 817-352-7069
Wootton to Las Vegas—817-867-7018, Fax 817-352-2408

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Psgr	Frt: Under 100 TOB	Frt: 100 TOB & Over
MP 554.9 to MP 770.1	79	55*	45
MP 554.9 to MP 770.1, freight trains exceeding 10,000 feet or 90 TOB and over	—	—	45

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

1. Train does not contain empty car(s). Refer to SSI 1(C) for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 60 MPH without use of air brakes.

(If unable to control speed to 60 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

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

Temperature Restrictions

Contact the train dispatcher if in doubt of the temperature. Notify the train dispatcher when the train is restricted.

Limits	Temperature	Psgr	Frt
MP 555.8 to MP 604.4	100 F & over	60	40
MP 612.1 to MP 769.8	100 F & over	60	40

1(B). Speed—Permanent Restrictions

	Psgr	Frt
MP 555.3 to MP 555.4, HER	40	40
MP 555.6 to MP 555.8 * **	35	30
MP 556.2 to MP 556.4	55	50
MP 576.2 to MP 577.2	75	—
MP 587.1 to MP 589.3	75	—
MP 591.0 to MP 591.4	75	—
MP 593.3 to MP 594.1	75	—
MP 595.1 to MP 596.5	75	—
MP 605.1 to MP 605.5	75	—
MP 615.6 to MP 615.8	75	—
MP 618.0 to MP 618.5	75	—
MP 619.6 to MP 619.7 *	40	35
MP 619.7 to MP 622.5	40	35
MP 622.9 to MP 624.7 **	40	35
MP 633.5 to MP 633.8	75	—
MP 636.1 to MP 637.5	20	20
MP 637.5 to MP 638.5	45	35
MP 638.5 to MP 643.0	30	30
MP 643.0 to MP 648.9 **	25	20
MP 648.9 to MP 651.2 **	20	20
MP 647.3 to MP 659.5 on descending grade under 90 TOB	20	20
MP 647.3 to MP 659.5 on descending grade 90 TOB & over	15	15
MP 651.2 to MP 657.9 * **	25	20
MP 657.9 to MP 659.4	40	20
MP 659.9 to MP 660.5 **	45	40
MP 660.8 to MP 661.7	70	—
MP 690.2 to MP 690.5 * **	50	45

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	Psgr	Frt
MP 690.9 to MP 691.2	55	50
MP 691.6 to MP 692.0	65	55
MP 696.0 to MP 696.2	70	55
MP 698.3 to MP 700.3	65	55
MP 736.1 to MP 739.8 * **	40	40
MP 739.8 to MP 747.3 * **	45	40
MP 747.6 to MP 748.1 * **	40	35
MP 748.1 to MP 749.0 * **	45	35
MP 749.0 to MP 749.9 * **	40	35

* Equipped with Westward ATS Inert Inductors
** Equipped with Eastward ATS Inert Inductors

1(C). Speed—Sidings and Main Track Switches and Turnouts
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Psgr	Frt	
		Under 100 TOB	100 TOB & Over
MP 638.6, Jansen, crossover turnouts	30	30	30
MP 647.3, Gallinas, crossover turnouts	20	20	20
MP 651.8, Wootton, turnout	20	20	20
MP 655.2, Keota, siding turnouts	20	20	20
MP 659.5, Raton, siding turnouts	30	30	30
MP 659.1, Raton, crossover turnout	30	30	30
MP 691.4, French, siding turnouts	30	30	30
MP 699.4, Springer, siding turnouts	30	30	30
MP 759.5, Onava, siding turnouts	30	30	30

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
La Junta to Las Vegas..... 143 tons, Restriction B

3. Type of Operation

Main Track

MP 554.9 to MP 557.5	YL, ABS
MP 557.5 to MP 634.8	TWC, ABS
MP 634.8 to MP 635.8	YL, ABS
MP 635.8 to MP 651.8	CTC, 2 MT
MP 651.8 to MP 699.4	CTC
MP 699.4 to MP 770.1	TWC, ABS

4. Subdivision Specific Rules Information

GCOR/MWOR 1.14, Employee Jurisdiction, Pueblo Jct. to NA Jct.—BNSF and UP trains and engines must use joint trackage and are governed by BNSF Timetable and System Special Instructions.

GCOR/MWOR 6.19, Flag Protection—When flagging is required, distance will be 2.0 miles.

GCOR 12.0, Rules Applicable Only in Automatic Train Stop System (ATS) Territory—ATS is in effect from La Junta to Trinidad.

5. Trackside Warning Devices (TWD)

MP	Device	Recall Code	Notes
Type A.Locations Protecting Bridges, Tunnels or Other Structures			
649.8	DED	8	WWD
656.0	DED	8	EWD
Type B.Locations			
566.5		8	
594.5		8	
618.5		8	
649.8	DED	8	EWD
656.0	DED	8	WWD
675.8		8	
702.1		8	
728.0		8	
753.6		8	
Other Devices			
566.6	High Water		Signals 5692 and 5661
576.6	High Water		Signals 5772 and 5741
581.3	High Water		EWD signal E Mindeman and 5801
585.3	High Water		WWD signal W Mindeman and 5862
586.9	High Water		Signals 5882 and 5861
589.6	High Water		Signals 5902 and 5881
591.6	High Water		Signals 5922 and 5901
594.3	High Water		WWD signal W Delhi and 5942
600.2	High Water		Signals 6022 & 5991
600.7	High Water		Signals 6022 & 5991
611.2	High Water		Signals 6122 and 6101
615.4	High Water		Signals 6152 and 6141
638.6	High Water		EBCS and WBCS at Jansen
691.3	High Water		EBCS West French, WBCS East French
727.1	High Water		WWD signal W Wagon Mound and 7272
753.7	High Water		Signals 7562 and 7531

6. FRA Excepted Track

Location	Track Name	Track No.
Hoehnes	Industrial spur	6402

7. Special Conditions

Jansen—All yard tracks are covered by New Elk Mine.

Medite Plant—Do not block any road crossings into the Medite Plant.

The use of Retainers between Jansen and Raton—Speed restrictions, dynamic brake requirements, and special instructions governing the use of retainers for freight trains on descending grades between MP 643 and MP 659.5:

Dynamic Brake requirements for westward freight trains (The locomotive weight will not be included in the train tonnage except for those units on which the dynamic brake is inoperative.):

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Minimum Number of Operative Axles of Dynamic Brakes Westward from MP 652.5 to MP 659.5 and Eastward from MP 652.0 to MP 639.0

Total Trailing Train Tonnage	TOB 75 or less	TOB 76 to 85	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
2,000 or less	4	6	8	8	10	10	10	12
2,001 to 4,000	14	16	18	20	22	22	24	26
4,001 to 5,000	16	18	22	24	24	26	28	30
5,001 to 6,000	18	22	24	26	28	30	32	34
6,001 to 7,000	20	24	28	30	32	34	36	38
7,001 to 8,000	22	28	32	34	36	38	40	42
8,001 to 9,000	24	30	36	38	40	42	44	46
9,001 to 10,000	28	34	38	42	44	46	48	50
10,001 to 12,000	34	40	46	52	54	56	58	60
12,001 to 14,000	40	48	54	60	62	64	66	70

Total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the table. When using this table, round calculations up to the next whole number when determining TOB. For example, 105.1 TOB becomes 106 TOB.

For purposes of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in the train's total trailing tonnage.

Note: Maximum number of axles of dynamic brake which may be cut in on the lead consist of freight trains is 28 axles (ABTH Rule 104.3.2, Item B).

A. Before leaving Raton Tunnel the locomotive consist must be known to have the minimum number of operative axles of dynamic brake (see the above table). If the train does not meet the minimum requirement, the train must not proceed. A Helper consist may be added to meet this requirement.
B. After leaving Raton Tunnel, if the dynamic brake on the locomotives in the consist become inoperative, or one of the trailing locomotive's dynamic brake becomes inoperative, and the loss of dynamic brake causes the train to have less than the minimum required amount of dynamic brake axles, and the engineer has the train under control, the train may proceed without stopping.
C. While operating on the descending grade between MP 643 and MP 659.5, if a dynamic brake failure results in less than the minimum dynamic brake axle requirements, the train may proceed down the descending grade if the speed is controlled, but must reduce speed to 15 MPH until the rear of the train has reached MP 659.5.
D. Should conditions such as loss of dynamic brakes or an undesired emergency application (such as a kicker, an air hose separation, etc.) prevent the ability to control the speed normally by using the balance braking method, retainers must be applied as per ABTH Rule 103.7.6.

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

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

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

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

A. To control train speed, a sufficient number of retainers (not less than 20), starting behind the lead locomotives, must be set in the high pressure position before releasing the train brakes. See ABTH Rule 103.7.6.
B. Before proceeding, the brake system must be fully recharged. The excessive use of engine brakes to control the train speed is prohibited.

Running Air Brake Test—A running air brake test per ABTH Rule 100.13 must be performed by all freight trains between Raton and Raton Tunnel and between Trinidad and Raton Tunnel before passing the summit of the grade.

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

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

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

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

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

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

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

Cold Temperature Air Brake Test—To assure that a brake application can be maintained effectively for trains descending the mountain grades on the Raton Subdivision, perform the following air brake test prior to departing the locations listed below. This test is required on freight trains exceeding 1500 tons averaging 100 TOB and over, when temperatures are below zero degrees Fahrenheit (-0 F):

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Crew members must perform the following air brake test on their train prior to departing MP 659.5 on eastward trains and MP 638.6 on westward trains operating on the Raton Subdivision:

A. Fully charge the air brake system.
B. Make a 20-psi brake pipe reduction.
C. Do not nullify the pressure maintaining feature of the automatic brake valve during this test (such as when performing a brake pipe leakage test).
D. Wait 20 minutes.
E. Inspect train for any brakes that either did not apply or have released.
F. Set out all cars that have released during this inspection before departing.

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

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

Maximum Trailing Tonnage for Head End Power
Westward:

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

Eastward:

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

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

Powered Axle Limitations—The maximum number of rated power axles allowed in a locomotive consist must not exceed 36 when operating at the following locations:

MP 639 to MP 660

Note: All trains between Trinidad and Raton exceeding 3500 tons must utilize the balanced braking method of controlling speed as described in ABTH Rule 103.7.4.

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

Loaded Multi-platform double stack equipment may not be operated on the Raton Subdivision. (Car kind codes QY, QV, QW, QX, QT). Single well equipment (Car kind codes QU and QK) may be operated if loaded in the bottom only.

Crossing Warning Notification—At the following locations regardless if automatic crossing warning devices are activated, an employee must be on the ground at the crossing to provide warning until the crossing is occupied by train, engine or railroad car. Make any movement over the crossing only on the employee’s signal.

Milepost	Track	Crossing Name
591.3	Siding	County Road 88
636.1	Old main track 2	Linden Avenue
636.6	Old main track 2	Commercial Street
636.8	Old main track 2	Nevada Avenue
636.9	Old main track 2	University Avenue
641.1	MT2	County Road 18.3
641.5	MT2	Railroad Avenue (County Road 69)
699.2	Siding	Colbert Avenue
725.1	Siding	Park Street
725.5	Siding	Bond Street

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Simpson	Army	4201	Concrete side dock
Trinidad	4 Track	7404	Buildings
	Rip Track	7407	Buildings
	Halliburton Sand	7415	Buildings

SSI—Switch Control/Monitoring Systems

- Turnouts Equipped with two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derail):
  - Jansen, MP 638.6, turnout MT1 to yard lead

Flash Flood Critical Areas
MP 583.0 to MP 604.7
MP 655.0 to MP 657.0
MP 725.3 to MP 742.3
MP 749.0 to MP 751.5

8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
7300	La Junta to Las Vegas	MP 554.9 to MP 770.1

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
56630	U.S. Army Pinon Canyon Maneuver Site	605.6	4,800	West
56430	Herzog	719.5	8,300	West
56400	Medite	765.5	1,250	East

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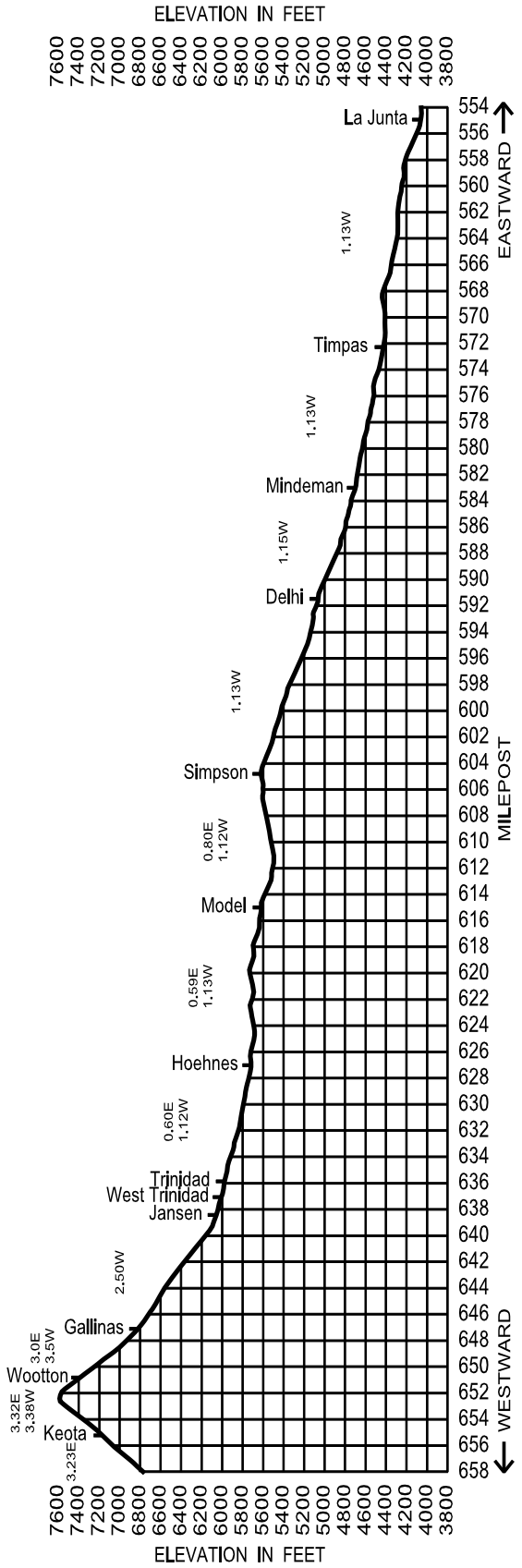
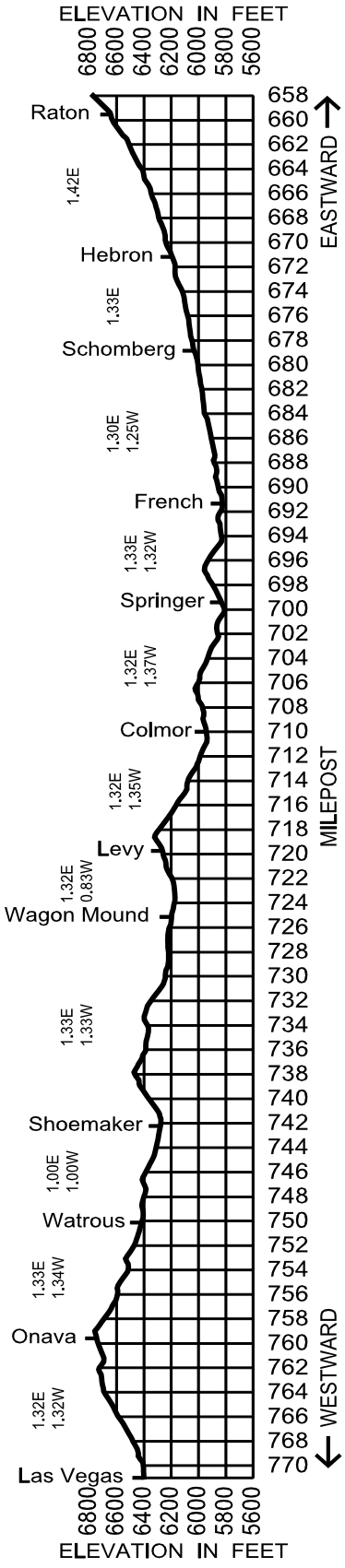
10. Grade Charts





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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Ravenna Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
Adjoining Sub: Creston, Heartland Division Subdivision Boundary: Ravenna, MP 7.0 / Creston, MP 7.0X									
			11.0	CP 110	X(2)	CTC 2 MT	4	13.4	
			24.4	CP 244	X(2)			MT1-3.4 MT2-8.0	
			27.8	BR JCT (Main 1) Adj. Sub: Bellwood, MP 27.7	J			1.1	
			28.9	CP 289 (Main 1) Adj. Sub: Bellwood, MP 28.9	J			4.4	
			33.3	CP 333	X(2)			6.7	
			40.0	CP 400	X(2)			10.5	
			50.5	CP 505	X(2)			5.4	
		30055	55.9	YORK	P			4.4	
			60.3	CP 603	X(2)			18.2	
			78.5	CP 785	BJPT			4.8	
		30082	83.3	MURPHY	X(2)			11.1	
			94.4	CP 944 (Main 1)				0.5	
			94.9	GRAND ISLAND				2.7	
			97.6	MCDONALD		CTC		12.0	
			109.6	CP 1096	X(2)			15.5	
			125.1	NANTASKET	X(2)	CTC 2 MT		2.6	
		30126	127.7	RAVENNA	CPTX			0.5	
		30128	128.2	WEST RAVENNA				117.2	
Adjoining Sub: Sand Hills Subdivision Boundary: Ravenna, MP 128.2 / Sand Hills, MP 128.2									

Central Continental Time in effect on Ravenna Subdivision

Radio Call-In		
Radio Channel 039 in service CP 61 to West Ravenna		
Pleasant Dale - 05(X)	York - 01(X)	Aurora - 02(X)
Cairo - 03(X)	Ravenna E - 04(X)	
Radio Channel 066 in service Aurora Yard		
Emergency – 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information
817-867-7083, Fax 817-352-7072

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Psgr	Frt	
		Under 100 TOB	100 TOB & Over
MP 7.0 to MP 128.2	60	60	50

Temperature Restrictions
Contact the dispatcher if in doubt of the temperature.
Notify the dispatcher when the train is restricted.

MP 7.0 to MP 14.6, MT2 MP 20.6 to MP 29.2, MT, MT2 MP 36.6 to MP 44.8, MT2 MP 56.2 to MP 66.6, MT2 MP 87.7 to MP 92.1, MT1, MT2 MP 99.2 to MP 118.6, MT2 MP 118.6 to MP 125.1	95 degrees & over	60	50	40

1(B). Speed—Permanent Restrictions

MP 53.6 to MP 56.2	45	45	45

1(C). Speed—Sidings and Main Track Switches and Turnouts
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

MP 11.0, CP 110, crossover turnout	40	40	25
MP 24.4, CP 244, crossover turnouts	40	40	40
MP 28.9, CP 289, turnout	25	25	25
MP 33.3, CP 333, crossover turnouts	50	50	50
MP 40.0, CP 400, crossover turnouts	40	40	40
MP 50.5, CP 505, crossover turnouts	50	50	50
MP 60.3, CP 603, crossover turnouts	40	40	40
MP 68.4, CP 684, crossover turnouts	50	50	50
MP 77.2, CP 772, turnout	20	20	20
MP 77.9, CP 779, crossover turnouts	50	50	50
MP 77.9, CP 779, turnout to East Wye Giltner Sub	25	25	25
MP 78.5, CP 785, crossover turnouts	50	50	50
MP 78.5, CP 785, turnout between MT2 and W Wye Giltner	25	25	25
MP 79.2, CP 792, turnout between MT1 and Aurora yard lead	30	30	30
MP 79.2, CP 792, turnout between MT1 and Aventine track	10	10	10
MP 83.3, Murphy, crossover turnouts	40	40	40
MP 94.9, Grand Island, turnout	50	50	50
MP 97.6, McDonald, turnout	50	50	50
MP 109.6, CP 1096, crossover turnouts	50	50	50
MP 125.1, Nantasket, crossover turnouts	40	40	40

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

Bradshaw, over scale on Elevator Tracks	5	5	5
Aurora, East Lead track 2300, HER	20	20	20
Aurora, East Lead track 2300	30	30	30
Aurora, West Lead track 2320, HER	20	20	20
Aurora, West Lead track 2320	30	30	30

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
MP 6.3 to West Ravenna..... 143 tons, Restriction A
York to Benedict on Benedict Spur..... 143 tons, Restriction D

3. Type of Operation

Main Track

MP 7.0 to MP 94.9	CTC, 2 MT
MP 94.9 to MP 97.6	CTC
MP 97.6 to MP 128.2	CTC, 2 MT

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4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect
- Hy-Rail Limits Compliance System (HLCS)

GCOR 2.12, Approach Signal Announcement—IIn signaled territory and operating on a road radio channel, when a train is passing a signal displaying either an approach indication or a diverging approach indication in advance of a control point a crew member must transmit the following by radio:
- Train identification - initials, engine number, and direction
- Signal name
- Next control point location or milepost of signal
- Track - (on single track, MT designation is not necessary)
- Speed

Example: BNSF 4196 East, Approach in advance of MP 82.8, 29 MPH.

GCOR 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Aurora, NE	78.26	1st Street

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

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

MP	Device	Recall Code	Notes
Type B. Locations			
10.9	DED		Exception reporting
16.3		057	
22.7	DED		Exception reporting
26.8	DED		Exception reporting
34.0		056	
40.1	DED		Exception reporting
45.0	DED		Exception reporting
49.1	DED		Exception reporting
52.6		028	Exception reporting
58.6	DED		Exception reporting
62.7	DED		Exception reporting
67.8	DED		Exception reporting
74.0		028	
80.1	DED		Exception reporting
85.4	DED		Exception reporting
90.3		038	
97.9	DED		Exception reporting
102.7	DED		Exception reporting
107.3		048	
111.8	DED		Exception reporting
116.6	DED		Exception reporting
121.8	DED		Exception reporting

6. FRA Excepted Track

Palmer Lead, Bonavilla stub track switch to north end of lead.

7. Special Conditions

Waco—Push button lights equipped with a 60 minute timer are located at Waco to assist TYE crews with switching movements. The push buttons are located at the east end of the MT1 and MT2 set out track.

Benedict Spur—extends from York 9.5 miles.

Bradshaw, Bonnevilla Industry Track—Trains must not occupy the Road G Crossing until the crossing warning lights warning automobile traffic have been operating for at least 20 seconds or until the movement is protected by a crew member.

Aurora—Trains or engines operating on other than the main track must not occupy crossings at MP 77.6, 9th street, and MP 78.2, 1st street, until the crossing lights warning automobile traffic have been operating for at least 20 seconds or the movement is protected by a crew member. “Crossing Signal Start” signs are located 75 feet East and West of 2nd street and 9th street crossings on all tracks other than the Main Track. The crossing lights will activate when the movement passes the “Crossing Signal Start” signs.

Palmer Lead—extends from Aurora 9.5 miles.

CoPlant—Trains must not occupy the Highway 2 crossing until the crossing lights warning automobile traffic have been operating for at least 20 seconds or until the movement is protected by a crew member.

Ravenna—When trains and/or lite locomotive consists are located between MP 127.7, Highway 68 Overpass, and MP 127.2, the east switch at Cargill, trains and/or lite locomotive consists are not required to sound GCOR whistle signal 5.8.2(3) prior to departing Ravenna.

West Ravenna—The absolute signals at West Ravenna are controlled by the Sand Hills Subdivision, Alliance East Dispatcher on Channel 066.

Distributed Power, Independent Mode—For better control of drawbar forces, manifest trains (H & M Symbols) and Loaded bulk commodity trains (G, C & U Symbols) equipped with distributed power equipment must be operated utilizing Independent Mode and as outlined in ABTH Rule 105.10 Distributed Power Train Handling, between the following milepost locations:
MP 43 to MP 58
MP 86 to MP 100
MP 111 to MP 116

Independent Mode may also be utilized at any other location not specified above at the discretion of the Locomotive Engineer.

SSI—Switch Control/Monitoring Systems
- Turnouts Equipped with Two Switch Machines (Moveable Point Frogs/Swing Nose Frogs/Derail):
  - MP 33.3 CP 333, MT1 and MT2
  - MP 68.4 CP 684, MT1 and MT2
  - MP 77.2 CP 772
  - MP 77.9 CP 779, MT1 and MT2
  - MP 78.5 CP 785, MT1 and MT2
  - MP 79.2 CP 792
  - MP 94.9 Grand Island
  - MP 97.6 McDonald
- ICS—in effect
  - MP 33.3 CP 333
  - MP 60.3 CP 603 *
  - MP 68.4 CP 684 *
  - MP 77.9 CP 779 *
  - MP 78.5 CP 785 *

* Denotes all crossover switches within control point are ICS.

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Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Emerald	Elevator Spur	1602	Elevator
Pleasant Dale	Farmers COOP	1701	Elevator
Milford	Elevator Track	2502	Elevator
Tamora	Elevator Track	1302	Elevator
Utica	Elevator Track	1501 - 1502	Elevator
Waco	E Elevator Track	1411	Elevator
York	High Plains COOP	1901	Elevator
		1902	Building
		1903	Gates
	Nebr. Energy	1931	Gates
Benedict Line	Industry Track	1997	Building
	Cement Plant	1951	Cement plant
	Kroy Ind.	1961	Benedict Spur
	Statex Stub Trk.	1923	Building
Bradshaw	York Mfg.	2101	Gates
	Track 1	2111	Building
Beigert Bros.	Center Track	2103	Loading pipe
	North Track	2102	Loading pipe
Hampton	Elevator Track	2211	Building
	S Fertilizer Trk.	2201	Building
	Center Fertz Trk.	2202	Building
	N Fertilizer Trk.	2203	Building
MP 74.5	MT		Mechanical Monitoring Device
Aurora	Hoard Track	2310	Building
Aurora COOP Elevator	Short E Stub	2331	Building
	Short W Stub	2332	Building
	Connecting Trk.	2333	Building
Nebraska Energy, LLC	Track 1	2601	Building
	Track 2	2602	Building
	Track 3	2603	Building
Palmer Lead	Industry Spur	2321	Gates/building
Curry	Farmland	2401	Building
Monsanto	CHS Inc	2501	Gates
IAMS	Industry Track	2502	Building
		2505 - 2506	Building
Murphy	W Elevator Trk.	2611	Building
	Elevator Trk.	2601	Tanks
	W Stub Track	2612	Building
	E Stub Track	2602	Building
	Anhydrous Stub	2603	Tanks
Phillips	Stub Track	2701	Building
Grand Island	Ag Services	3041	Building
	Millards	3030	Building
	Monfort Trk. 32	3011	Building
	Monfort Trk. 33	3012	Building
	Luzenac Lead	3001	Building
	Luzenac Trk. 1	3021	Building
	Luzenac Trk. 2	3022	Building
Cairo	Setout Track	3601	Building
Nantasket Abengoa Bioenergy	W Lead	3830	Building
	E Lead	3831	Building
	S Crossover	3833A	Building
Ravenna	S Waycar Track	3809	Building
	Roundhouse Trk.	3810	Building
	Cargil Track	3823	Building
	Stock Track	3824	Building

Close Track Centers

Location	Track Name	Track Nos.
Waco	Elevator Tracks	1401 - 1402
York	High Plains	9979 - 1901
	Benedict Line	1977 - 9917
Aurora	W Wye	2317 - 2315
	Industry Spur	2321 - Palmer Spur
CoPlant	Passing Track	Tracks 3289 - MT2

Test Miles

MP 28 to MP 29
MP 69 to MP 70
MP 107 to MP 108
MP 118 to MP 119
MP 126 to MP 127

Flash Flood Critical Areas

MP 14.6 to MP 20.3
MP 117.0 to MP 119.0

8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
4	MP 7.0 to Ravenna	
148	Benedict Spur	
149	Palmer Lead	

9. Other Location Information

Name		Mile Post	Capacity in Feet	Switch Opens
30008	Emerald MT2	7.8	627	East
30008	Emerald MT1	8.3	590	West
	Seward Setout MT1	29.0	550	East
	Seward Setout MT2	29.5	600	East
	Tamora Setout MT2	29.6	650	West
30041	Utica MT1	42.5	1,050	Both
	Ficke Siding MT1	47.3	2,790	Both
30047	Waco MT1	47.5	1,382	Both
	Waco Setout MT1	49.9	1,100	Both
	Waco Setout MT2	49.9	1,100	Both
	High Plains MT1	53.0	1,823	Both
	Statex 1 MT1	54.8	738	West
	York Setout MT1	55.8	1,040	Both
83209	Benedict	55.9	9,000	East
	OLB Railroad/Farmland	56.9	6,500	Both
	Bonavilla MT1	62.3	450	West
30063	Bradshaw MT1	62.5	9,500	Both
	Beigert Brothers	66.8	785	East
	Nebraska Energy MT1	79.9	9,000	Both
30080	Curry MT1	80.7	940	East
30081	IAMS MT2	83.1	2,250	Both
30088	Phillips	88.9	600	East
30092	Trail	93.6	4,000	Both
	Montfort	94.5	1,260	East
30095	Grand Island	98.2	1,110	West
30103	CoPlant MT2	103.8	2.980	Both
30104	Abbott MT1	104.3	2,250	Both
30104	Abbott MT2	104.5	450	East
30110	Cairo MT1	111.4	980	Both
30110	Cairo MT2	111.4	350	West
30118	St. Michael MT1	118.8	3,020	Both
30118	St. Michael MT2	119.1	1,025	Both
	Abengoa Energy MT2	125.3	9,500	Both

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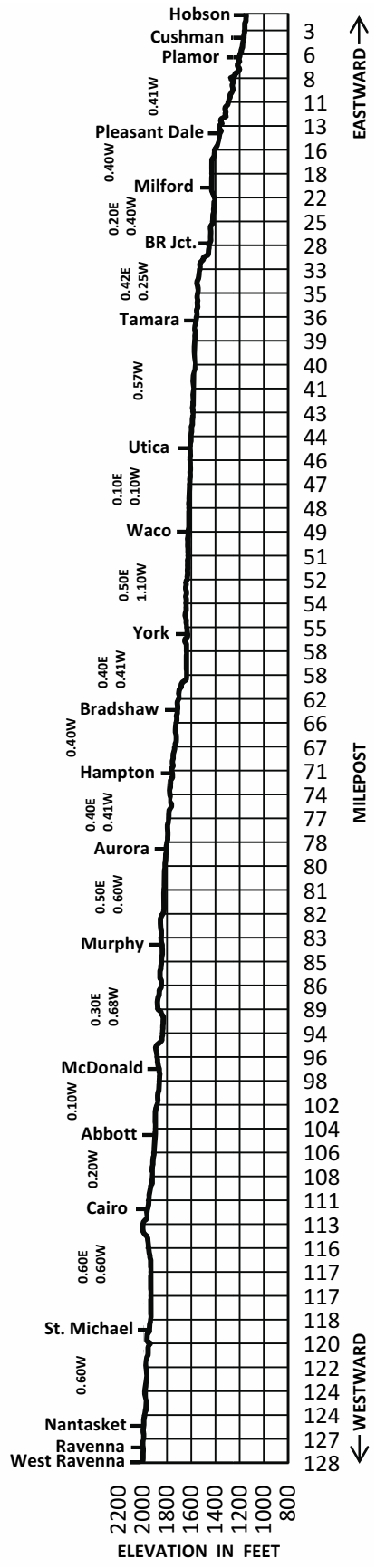
10. Grade Chart



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sand Hills Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
Adjoining Sub: Ravenna Subdivision Boundary: Sand Hills, MP 128.2 / Ravenna, MP 128.2									
			128.2	WEST RAVENNA		CTC 2 MT	4	9.6	
		30137	137.8	HAZARD				0.5	
			138.3	CROSSOVER 138.3	X(2)			6.0	
		30143	144.3	LITCHFIELD				0.3	
			144.6	CROSSOVER 144.6	X			6.0	
			150.6	CROSSOVER 150.6	X(2)			4.4	
		30152	155.0	MASON				7.1	
			162.1	CROSSOVER 162.1	X(2)			7.7	
			169.8	CROSSOVER 169.8	X(2)			6.5	
		30175	176.3	BROKEN BOW	B			10.2	
			186.5	CROSSOVER 186.5	X(2)			7.3-MT1 9.7-MT2	
			193.8	MP 193.8 (MT1)				2.3	
			196.1	MP 196.1	X(2)			7.1	
			204.2	MP 204.2	X(2)			5.8	
		30214	214.4	DUNNING		CTC		9.5	
		30224	223.9	HALSEY		CTC 2 MT		6.0	
			229.9	CROSSOVER 229.9	X(2)			7.4	
			237.3	CROSSOVER 237.3	X(2)			9.7	
			247.0	CROSSOVER 247.0	X(2)			7.2	
			254.2	CROSSOVER 254.2	X(2)			9.4	
			263.6	CROSSOVER 263.6	X(2)			10.3	
			273.9	CROSSOVER 273.9	X(2)			9.9	
			283.8	CROSSOVER 283.8	X(2)			7.3	
			291.1	CROSSOVER 291.1	X(2)			9.0	
			300.1	CROSSOVER 300.1	X(2)			6.8	
		30305	306.9	HYANNIS		CTC		7.6	
		30314	314.5	ASHBY		CTC 2 MT		5.7	
			320.2	COVER	X(2)			10.0	
			330.2	MP 330.2	X(2)			3.7	
	8,737	30333	333.9	ELLSWORTH				5.5	
			339.4	CROSSOVER 339.4	X(2)			4.6	
		30341	344.0	LAKESIDE		CTC		5.2	
		30349	349.2	ANTIOCH		CTC 2 MT		8.1	
			357.3	MP 357.3	X(2)			4.5	
			361.8	CROSSOVER 361.8	X(2)			2.2	
			364.0	EAST ALLIANCE	X(2)			236.3	
End Sand Hills Sub MT, MP 364.1; Connects with Butte Sub GCOR/MWOR 6.28 track at Sand Hills Sub MP 364.1 Information for Alliance Terminal is located in the Butte Sub Timetable									

Mountain Continental Time in effect on Sand Hills Subdivision

Radio Call-In		
Radio Channel 066 in service West Ravenna to MP 356.6		
Ravenna W - 04(X)	Mason - 13(X)	Broken Bow - 12(X)
Dunning - 14(X)	Seneca - 15(X)	Whitman - 16(X)
Bingham - 17(X)	Lakeside - 18(X)	Alliance East - 10(X)
Radio Channel 070 in service Alliance Yard MP 356.6		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		

Dispatcher Information
817-867-8077 or 817-352-2473, Fax 817-352-7058

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 128.2 to MP 364.1	60	50

Temperature Restrictions
Contact the train dispatcher if in doubt of the temperature.
Notify the train dispatcher when the train is restricted.

MP 128.2 to MP 364.1, - 10 & under	45	30

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Sidings and Main Track Switches and Turnouts
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

MP 138.3, crossover turnouts	40	40
MP 144.6, crossover turnouts	25	25
MP 150.6, crossover turnouts	25	25
MP 162.1, crossover turnouts	50	50
MP 169.8, crossover turnouts	25	25
MP 186.5, crossover turnouts	40	40
MP 196.1, crossover turnouts	50	50
MP 204.2, crossover turnouts	50	50
MP 214.5, Dunning, turnout	50	50
MP 223.9, Halsey, turnout	40	40
MP 229.9, crossover turnouts	25	25
MP 237.3, crossover turnouts	40	40
MP 247.0, crossover turnouts	40	40
MP 254.2, crossover turnouts	25	25
MP 263.6, crossover turnouts	50	50
MP 273.9, crossover turnouts	25	25
MP 283.8, crossover turnouts	50	50
MP 291.1, crossover turnouts	50	50
MP 300.1, crossover turnouts	25	25
MP 306.9, Hyannis, turnout	40	40
MP 314.5, Ashby, turnout	40	40
MP 320.2, Cover, crossover turnouts	25	25
MP 330.2, crossover turnouts	50	50
MP 333.9, Ellsworth, siding turnouts	20	20
MP 339.4, crossover turnouts	25	25
MP 344.0, Lakeside, turnout	50	50
MP 349.2, Antioch, turnout	40	40
MP 357.3, crossover turnouts	50	50
MP 361.8, crossover turnouts	40	40
MP 364.0, East Alliance, crossover turnouts	25	25

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

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2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
West Ravenna to East Alliance ..... 143 tons, Restriction A

3. Type of Operation

Main Track

MP 128.2 to MP 214.4	CTC, 2 MT
MP 214.4 to MP 223.9	CTC
MP 223.9 to MP 306.9	CTC, 2 MT
MP 306.9 to MP 314.5	CTC
MP 314.5 to MP 344.0	CTC, 2 MT
MP 344.0 to MP 349.2	CTC
MP 349.2 to MP 364.1	CTC, 2 MT

4. Subdivision Specific Rules Information

Safety Overlay Systems In Effect
- Hy-Rail Limits Compliance System (HLCS)

GCOR 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Broken Bow	175.59	1st Avenue
	175.84	5th Avenue
	176.09**	9th Avenue
	176.15**	10th Avenue

**Crossings with Wayside Horn Installations:

The Wayside Horn System/Automated Horn System (WHS/AHS) is activated by the approaching train which sounds a warning in conjunction with the automatic crossing devices. When the crossing signals are activated the WHS/AHS will automatically sound horn at crossing.

To confirm WSH/AHS is functioning, an indicator flashes at the crossing. After indicator is observed to be flashing, whistle signal Rule 5.8.2 (7) is no longer required

The train horn must be sounded if the wayside horn indicator is not visible approaching the crossing or if the wayside horn indicator, or an equivalent system, indicates that the system is not operating as intended.

GCOR/MWOR 6.19, Flag Location—When flagging is required, distance will be 2.0 miles.

5. Trackside Warning Devices (TWD)

MP	Device	Recall Code	Notes
Type B.Locations			
133.2	DED		Exception reporting
138.3	DED		Exception reporting
141.4		048	Exception reporting
146.7	DED		Exception reporting
150.6	DED		Exception reporting
158.1		138	Exception reporting
164.5	DED		Exception reporting
168.1	DED		Exception reporting
173.3	DED		Exception reporting
178.4	DED		Exception reporting
180.9		128	Exception reporting
184.9	DED		Exception reporting
190.1	DED		Exception reporting
195.9	DED		Exception reporting
200.5		147	Exception reporting
206.0	DED		Exception reporting
210.0	DED		Exception reporting
216.3	DED		Exception reporting
221.1		148	Exception reporting
225.9	DED		Exception reporting
229.9	DED		Exception reporting
235.3	DED		Exception reporting
241.1	DED		Exception reporting
248.9		157	Exception reporting
252.4	DED		Exception reporting
256.5	DED		Exception reporting
261.3		158	Exception reporting
265.6	DED		Exception reporting
269.5	DED		Exception reporting
275.5	DED		Exception reporting
280.5	DED		Exception reporting
286.6		167	Exception reporting
292.8	DED		Exception reporting
295.1	DED		Exception reporting
300.1	DED		Exception reporting
304.5	DED		Exception reporting
309.0		168	Exception reporting
314.5	DED		Exception reporting
320.1	DED		Exception reporting
324.2	DED		Exception reporting
328.3		177	Exception reporting
332.9	DED		Exception reporting
338.1		188	Exception reporting
344.0	DED		Exception reporting
349.2	DED		Exception reporting
354.7	DED		Exception reporting
362.8	DED		Exception reporting, Channel 070

6. FRA Excepted Track—None

7. Special Conditions

Cooks Crossing, MP 166.1—The 250 foot markings for cutting this crossing have been moved to 400 feet due to poor visibility. Do not foul these marks when cutting or standing at this crossing.

Anderson Grain Facility, MP 193.8—Split point derail with dispatcher controlled machine is in place on the lead inside the facility.

Hyannis—All trains stopping for meets at Hyannis or parking with the power on at Hyannis must stop back of the back track switch at MP 306.35.

Ellsworth—Eastward trains stopping at Ellsworth, between the hours of 2200 and 0600, must stop back of the eastward whistle marker at MP 334.52.

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

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SSI—Switch Control/Monitoring Systems

- Turnouts Equipped with Two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derail):
  - MP 162.1—Crossover
  - MP 193.8
  - MP 196.1
  - MP 204.2
  - MP 263.6
  - Antioch
  - MP 330.2
  - MP 357.3
- ICS—in effect:
  - MP 162.1 *
  - MP 196.1 *
  - MP 204.2 *
  - MP 263.6 *
  - MP 330.2 *
  - MP 357.3 *

* Denotes all crossover switches within Control Point are ICS.

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Hyannis	Ranch Supply	5801	Building WE
Halsey	Grain Facility	5001	Building WE
Dunning	Grain Facility	4901	Fence WE
Anselmo	Ranch Supply	4701	Building S side
	Grain Facility	4713	Beam/Chute
Merna	Ranch Supply	4602	Building S side
Berwyn	Grain Facility	4420	Building N side WE
MP 349.1	Main track		Mechanical monitoring device

Test Miles

MP 129 to MP 130
MP 141 to MP 142
MP 199 to MP 200
MP 247 to MP 248
MP 272 to MP 273
MP 356 to MP 357
MP 363 to MP 364

8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
4	W Ravenna to E Alliance	MP 128.2 to MP 364.0

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
30132	Sweetwater - 3901 - MT1	133.2	550	West
30137	Hazard Back Trk - 4001 - MT1	137.9	1,500	West
30143	Litchfield Elevator Trk - 4101 - MT1	144.2	1,500	Both
30143	Litchfield Stub Trk #1 - 4102 - MT1	144.2	700	West
30143	Litchfield Stub Trk #2 - 4103 - MT1	144.2	700	West
30143	Litchfield Stub Trk #3 - 4104 - MT1	144.2	750	West
30143	Litchfield Stub Trk #4 - 4105 - MT1	144.2	750	West
30152	Mason Back Trk - 4202 - MT1	155.2	1,670	Both
30152	Mason Back Trk - 4201 - MT2	153.5	400	East
30166	Berwyn Back Trk - 4501 - MT2	159.4	1,480	Both
30159	Ansley - 4340 - MT2	159.5	1,670	Both
30166	Old Berwyn - 4420 - MT1	167.4	1,400	Both
30175	Broken Bow Sargent Pipe - 4506 - MT1	175.3	250	East
30175	Broken Bow Elevator - 4502 - MT1	176.3	500	Both
30175	Broken Bow Mill Trk - 4503 - MT1	176.3	350	West
30175	Broken Bow City Trk - 4504 - MT2	176.0	750	Both
30175	Broken Bow House Trk - 4505 - MT2	176.5	400	West
30183	Merna Elevator Trk - 4602 - MT2	184.3	1,000	Both
30183	Merna Old Pass - 4601 - MT2	184.3	4,500	Both
30183	Back Trk - 4697 - MT1	184.1	1,050	Both
30194	Anselmo Back Trk - 4701 - MT2	195.5	2,000	Both
30194	Anselmo Back Trk - 4797 - MT1	202.1	4,000	Both
30194	Anselmo Back Trk - 4796 - MT2	202.1	4,000	Both
30214	Old Dunning - 4901	215.7	750	West
30224	Halsey Back Trk - 5001 - MT2	225.1	1,250	Both
30234	Natick Back Trk - 5101 - MT2	234.9	1,000	Both
30234	Natick Back Trk - 5102 - MT1	234.9	1,000	Both
30241	Thedford Back Trk - 5202 - MT1	242.2	1,400	Both
30241	Thedford Back Trk - 5201 - MT2	242.2	3,300	Both
30241	Thedford - 5203 - MT2	242.2	350	East
30257	Seneca East Old Pass - 5401 - MT1	256.8	2,800	East
30257	Seneca East #1 Stub Trk - 5403 - MT1	257.1	1,000	East
30257	Seneca West #1 Stub Trk - 5404 - MT1	257.9	1,800	West
30257	Seneca West Old Pass - 5402 - MT1	258.2	3,250	West
30267	Mullen East Stub Trk - 5501 - MT1	268.1	2,000	East
30267	Mullen West Stub Trk - 5502 - MT1	268.8	400	West
30266	Mullen Back Track - 5503 - MT2	266.4	3,000	Both
30277	Hecla Back Trk - 5601 - MT2	278.7	500	Both
30283	Hooker Back Trk - 5650 - MT2	284.1	1,050	Both
30283	Hooker Back Trk - 5651 - MT1	284.1	1,050	Both
30291	Coyote Back Trk - 5750 - MT2	290.2	1,050	Both
30291	Coyote Back Trk - 5751 - MT1	290.2	1,050	Both
30292	Whitman Back Trk - 5701 - MT2	293.7	1,000	Both
30305	Hyannis Back Trk - 5801 - MT2	306.5	1,750	Both
30314	Ashby Back Trk - 5901 - MT2	315.6	750	Both
30323	Bingham Back Trk - 6001 - MT2	323.8	600	Both
30323	Bingham Back Trk - 6096 - MT1	324.2	1,250	Both
30333	Ellsworth Back Trk - 6196 - MT2	332.5	3,200	Both
30333	Ellsworth Back Trk - 6101 - SDG	334.2	600	East
30341	Lakeside Back Trk - 6201 - MT2	341.8	600	Both
30349	Antioch Back Trk - 6301 - MT2	350.4	300	Both
30360	Progress Rail Trks - 831, 832, 833 - MT1	361.8	9,450	Both
30361	AEP Trks - 821, 822, 823 - MT2	361.8	Loop	West
	Koester's Trk - 137 - MT1	363.4	2,100	Both

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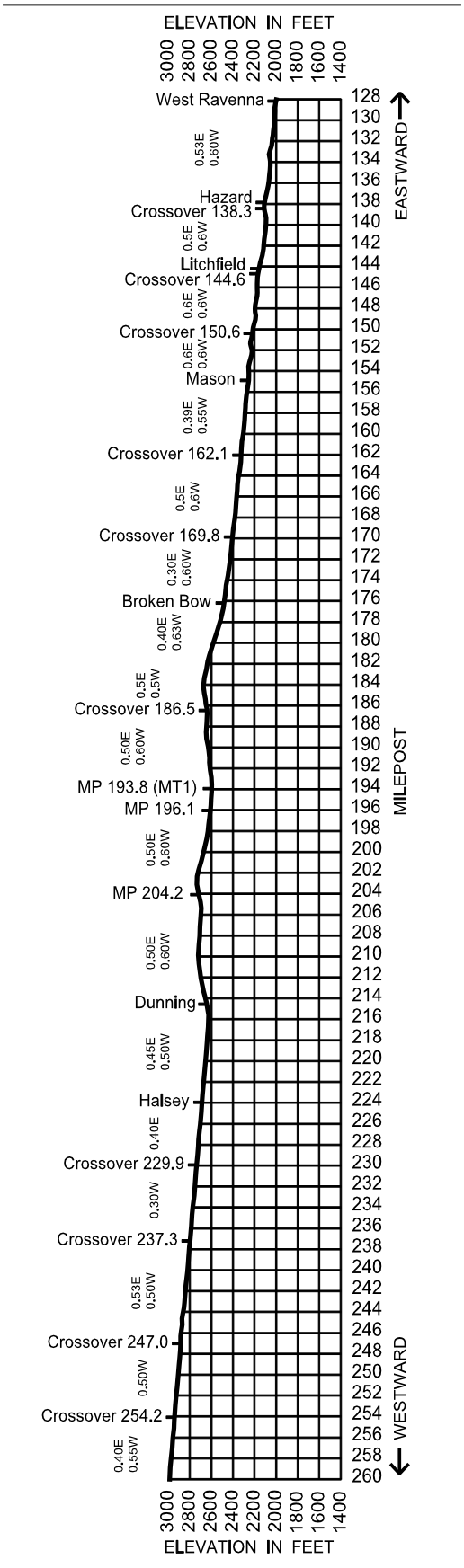
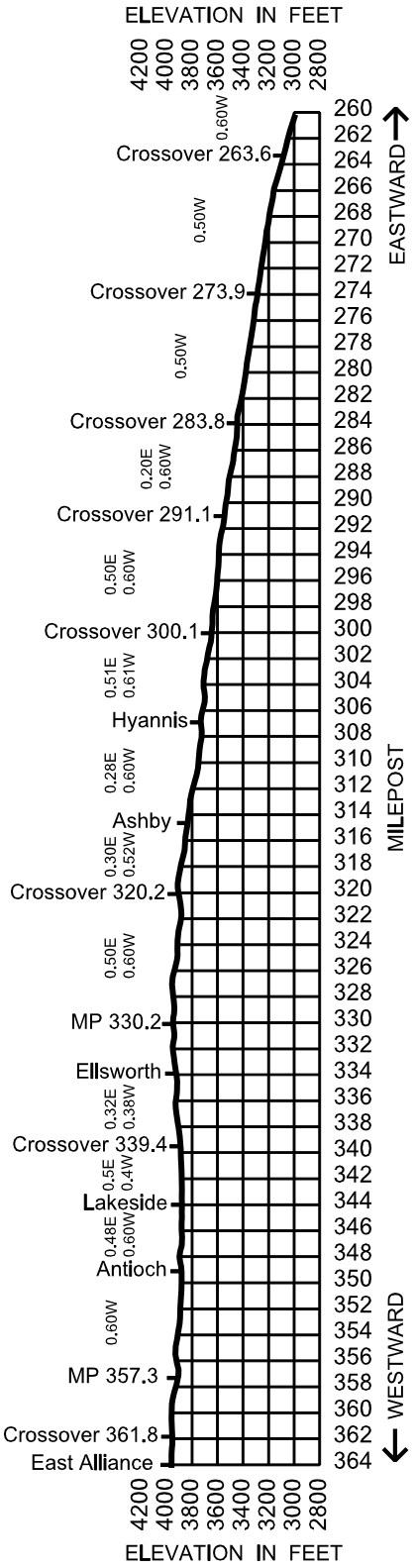
10. Grade Charts





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SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Spanish Peaks Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTHWARD
Adjoining Subs: Pikes Peak & Pueblo Subdivision Boundary: Spanish Peaks, MP 120.3 / Pikes Peak, MP 120.3 / Pueblo, MP 617.5 Information for Pueblo Jct is located in the Pikes Peak Sub Timetable									
		120.3	PUEBLO JCT. UPRR Control Point RGCP917	JMT	CTC	477	1.6	
		121.2	SALT CREEK JCT.		TWC		3.6	
	41013	124.8	SOUTHERN JCT. Adj. RR: UP, MP 124.7 Adj. RR: CWR, MP 124.7	J	TWC 2 MT		18.7	
	40993	143.5	CEDARWOOD	X			11.2	
	40981	154.7	LASCAR	X			16.9	
	40965	171.6	WALSENBURG Adj. RR: UP, MP 171.7 Adj. RR: SLRG, MP 171.7	JX	TWC ABS		8.5	
	40957	180.1	MAYNE				9.6	
	40946	189.7	LYNN				6.4	
7,735	40939	196.1	LUDLOW				12.2	
	40924	208.3	TRINIDAD	BJ	CTC		88.7	
Adjoining Sub: Twin Peaks, Kansas Division Subdivision Boundary: Spanish Peaks, MP 208.3 / Twin Peaks, MP 208.3 Information for Trinidad is located in the Twin Peaks Sub Timetable									

Mountain Continental Time in effect on the Spanish Peaks Subdivision

Radio Call-In		
Radio Channel 036 in service Pueblo Yard to Salt Creek		
Pueblo – 34(X) / Rennick Yardmaster – 256		
Pueblo Yard to Southern Jct – 2323 (*06 alert tone for yardmaster)		
Radio Channel 066 in service Salt Creek Jct to Trinidad		
Baculite Mesa – 40(X)	Southern Jct – 47(X) Rennick Yardmaster – 256	Cedarwood - 48(X)
Walsenburg – 46(X)	Trinidad – 45(X)	
Emergency – 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		
UPRR Radio Channel 092 in service MT1 Southern Jct to Walsenburg		
(*86 or *80)		
BNSF Radio Channel 066 in service MT2 Southern Jct to Walsenburg		
Rennick Yardmaster - 256		

Dispatcher Information

Pueblo Junction to Salt Creek—817-867-7016, Fax 817-352-7024
Salt Creek to Trinidad—817-867-7057, Fax 817-352-7069
UPRR Dispatcher 380, 0600-2200—800-726-1174
UPRR Dispatcher 386, 2200-0600—800-726-1178
UPRR On Duty Dispatcher 24/7—402-636-1655

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 120.3 to MP 208.3	49	45

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

MP 121.1X to MP 122.6X, North Lead	10	10

1(B). Speed—Permanent Restrictions

	Frt
MP 120.3 to MP 124.7	20
MP 124.7 to MP 124.8	15
MP 124.8 to MP 171.7, MT1 and MT2	40
MP 171.6 to MP 172.5	20
MP 172.5 to MP 173.2	25
MP 173.2 to MP 187.5	35
MP 187.5 to MP 197.9	45
MP 197.9 to MP 208.3	35

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Frt Under 100 TOB	Frt 100 TOB & Over
MP 171.6, Walsenburg, automatic switch	20	20
MP 180.1, Mayne, turnouts	20	20
MP 196.1, Ludlow, siding turnouts	25	25

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

MP 180.1, Mayne, storage track	20	20

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Pueblo to Trinidad ..... 143 tons, Restriction A

3. Type of Operation

Main Track

MP 120.3 to MP 121.2	CTC
MP 121.2 to MP 124.8	TWC
MP 124.8 to MP 171.7	TWC, 2 MT
UPRR MT1, Walsenburg MP 175.0 to MP 180.0	YL
MP 171.7 to MP 206.0	TWC, ABS
MP 206.0 to MP 208.3	CTC

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

North lead between Salt Creek MP 121.1X and Minnequa MP 122.6X

Interlockings

Milepost	Type	Notes
120.3	Manual	Controlling RR: UP

4. Subdivision Specific Rules Information

GCOR/MWOR 1.14, Employee Jurisdiction—BNSF and UP trains and engines will use joint trackage and are governed by BNSF Timetable and System Special Instructions.

GCOR 6.2, Initiating Movement—All crews need to obtain both BNSF and UPRR GTBs.

GCOR/MWOR 6.19, Flag Protection—When flagging is required, distance will be 2.0 miles.

GCOR/MWOR 6.26, Use of Multiple Main Tracks—When facing a northward timetable direction at MP 171.7, MT1 is on your left and MT2 is on your right.

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GCOR/MWOR 8.3, Main Track Switches—The normal position of Southern Jct. switches MP 124.8 is lined for movement from BNSF MT to MT2 Southern Jct. to Walsenburg.

The following General Code of Operating Rules items apply on MT1, UPRR dispatched, between Southern Jct. and Walsenburg:

GCOR 5.8.2—When operating on Union Pacific tracks, all whistle posts marked with an X require the whistle signal be sounded regardless of the type of crossing the train is approaching.

GCOR/MWOR 6.2, Initiating Movement—All crews need to obtain both BNSF and UPRR GTBs.

GCOR/MWOR 8.19, Automatic Switches—Ludlow, Lynn, Mayne, and Walsenburg.

GCOR 8.19.1—Radio Controlled Switches

Power Assisted Switch (PAS) DTMF sequence information:

Location	Milepost	Normal	Reverse	Radio Channel
Vestas Plant	125.75 (MT1)	#1257366	#1257377	092/092

Note: Control Point consists of a switch point indicator, dual control right hand switch and turnout with dual control split point derail.

When movement authority requires a train to stop at an Automatic Switch location, stop must be made before any part of a train passes the signal governing movement over the Automatic Switch.

At locations (designated in the timetable) where radio controlled Power Assisted Switches (PAS) are installed, the PAS locations are equipped with:

- Dual control switch machines
- Bidirectional switch point indicators per Rule 8.10
- Occupancy (OS) circuits with limits marked by signs reading “Begin OS” and “End OS”.
- Signs reading “Switch Control” are located approximately 2 miles from the PAS locations.

Operating Instructions:

1. Upon passing a “Switch Control” sign use the radio keypad to transmit the proper sequence (designated in the timetable) to request the desired switch position and receive radio transmitted verbal confirmation of switch alignment at that location.
2. Once radio confirmation of proper switch alignment is received movement through the PAS location must be made within 10 minutes of confirmation or the movement must approach the PAS location prepared to stop.
3. If radio confirmation of proper switch alignment is not received, movement must approach the PAS location prepared to stop until the switch point indicator can be clearly seen to indicate proper switch alignment. Notify the train dispatcher that radio confirmation was not received.

Stop and Inspect Switch

If the radio message received is “Switch Not Lined” or no radio message is received and the switch point indicator continues to display an indication to stop and inspect switch:

1. Movement must stop before entering the OS circuit limits.
2. After stopping, the PAS may be operated by unlocking the box on the side of the signal bungalow and using the push-button.
3. After push-button operation is attempted, if the switch point indicator continues to display an indication to stop and inspect switch, employee must operate the switch by hand as outlined in Rule 9.13.1 (Hand Operation of Dual Control switches).

Note: If the switch point indicator can be clearly seen to indicate proper switch alignment, the movement may proceed without stopping. Notify the train dispatcher of malfunction.

Movement Completely Through a PAS Location

After movement is made through a PAS location, the switch point indicator will display an indication to stop and inspect switch and the switch will remain in the normal position. If switch was reversed, it will return to the normal position.

Route Change

If necessary to change the route that was originally requested, movement must stop outside the OS circuit limits and:

- Wait 15 minutes and then enter the proper sequence to line the switch for the desired route.
- Wait 15 minutes and then operate the push-button on the signal bungalow to line the switch for the desired route.
  or
- Operate the switch by hand as outlined in Rule 9.13.1 (Hand Operation of Dual Control Switches) to line the switch for the desired route

Additional Information

The PAS will not operate if the OS circuit at the PAS location is occupied. A proper sequence or push-button request must be made and confirmation of proper switch alignment must be received before movement enters the OS circuit limits at the PAS location.

Miscellaneous Instructions

UP Walsenburg-Walsenburg: between MP 175.0 (Walsenburg) and MP 180.0 on old Alamosa branch line operation is joint with SLRG between MP 175.0 and MP 180.0 for interchange purposes.

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

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

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

GCOR/MWOR 14.5—Protecting Men or Equipment, add to Part 2:

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

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

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GCOR/MWOR 14.9—Copying Track Warrants, change first sentence to read:
The conductor and the engineer must each have a copy of the track warrant issued to their train, and each crew member must read and understand it.
Change Part A to read:

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

GCOR/MWOR 15.1—Track Bulletins, when applying the second paragraph of this rule to track warrants that list track bulletins only, be governed as follows:
Employees who receive a track warrant listing track bulletins (or “none” on Line 16) must contact the train dispatcher if:

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

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

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

5. Trackside Warning Devices (TWD)

MP	Device	Recall Code	Notes
Type B.Locations			
129.2		478	MT2
155.6		468	
171.9	DED		Exception reporting
175.4	DED		Exception reporting
180.9	DED		Exception reporting
184.7		458	
191.0	DED		Exception reporting
195.3	DED		Exception reporting
201.3		457	
208.0	DED		Exception reporting

6. FRA Excepted Track

Location	Track Name	Track No.
Minnequa	Yard	501 - 513, 520

7. Special Conditions

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

Notify the C & W Yardmaster of required protection as prescribed by Safety Rule 13.1.1 in Minnequa Yard. Also notify C & W Yardmaster when work is completed or the Rennick Yardmaster when C & W Yardmaster is not on duty.

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

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

Comanche Power Plant—Crews operating to or from this facility must have a copy of the current General Notice outlining instructions for spotting, servicing and reporting work.

GCC Dakota Cement Plant—Two derails are in place to protect this facility at MP 128.8. BNSF locked derail protecting main line and a split point derail entering the yard at GCC. The distance between Derail 1 and Derail 2 is approximately 0.9 miles with a grade of 1.4%.

Trains operating to GCC or out of GCC must call the GCC control room at 719-647-6850 prior to leaving the on duty location. GCC will need the following information: whether crew is arriving by car, light power or train and estimated time crew will arrive plant.

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

There are 8 tracks in the GCC plant numbered 801 through 808 left to right facing east. The target numbers on the switches do not correlate with track numbers. Locomotives are not allowed to move through the receiving facilities on track 801 or the west end of tracks 802, 803 and 808.

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

Outbound train crews must not leave on duty location without a proper wheel of the train. Contact Rennick Yardmaster if one has not been provided for you.

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

All cars pulled from facility must be inspected, air tested and have the brake system charged prior to departing facility.

Employees must not ride the side of equipment within GCC Dakota. This includes tracks 0801 through 0808 and the Lead into the facility.

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Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Pueblo	American Iron and Metals	105	Gates at entry to plant
Southern Jct	GCC Dakota	Lead into facility	Switch stand
		801	Buildings
		802	Buildings
		803	Buildings
		808	Buildings

Close Track Centers

Location	Track Name	Track Nos.
Minnequa	BNSF/C&W Interchange Yard	501-513

Duplicate Mileposts—Between the following locations an "X" has been added to the mileposts because duplicate mileposts exist elsewhere on the subdivision:

Minnequa Lead (Old Way)—Between MP 122.6X to MP 124.7X

Test Miles
MP 205.0 to MP 206.0
MP 194.0 to MP 193.0

Flash Flood Critical Areas
MP 120.5 to MP 123.8

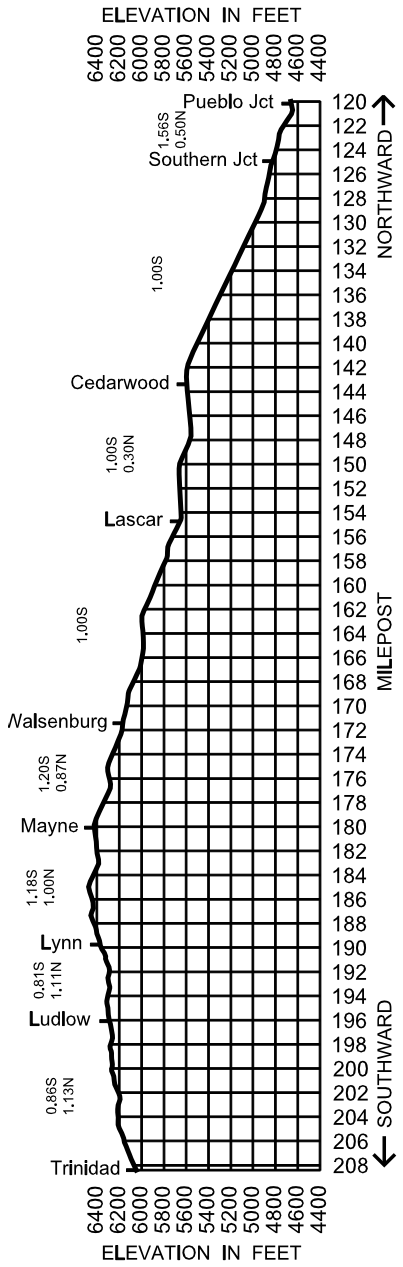
8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
477	Pueblo Jct to Trinidad	MP 120.3 to MP 208.3
Yard Line Segments		
7538	Minnequa Yard	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
41014	CW Lead	124.6	25,000	South
41014	Comanche Lead	124.65	10,580	North
41014	South Lead (to Minnequa)	124.7	11,080	South
41014	GCC	128.6	Yard	North
40993	Cedarwood	143.5	650	North
40981	Lascar	154.7	1,067	North
40965	Walsenburg	171.6	5,280	Both
40965	DRGW Lead	171.7	Yard	North
40957	Mayne	180.1	7,650	Both
40946	Lynn	189.7	8,078	Both
40946	Homer Spur	191.0	1,000	South

10. Grade Chart



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Valley Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
Adjoining Sub: Angora Subdivision Boundary: Valley, MP 0.0 / Angora, MP 33.8 Information for Northport is located in the Angora Sub Timetable									
		32034	0.0	NORTHPORT	JTX	CTC 2 MT	5	0.4	
			0.4	WEST NORTHPORT Adj. Sub: Angora, MP 0.4	JTX(2)			2.0	
			2.4	MP 2.4 Adj. RR: UP, MP 2.3	JX			4.3	
			6.7	MP 6.7	X(2)			3.2	
			9.9	ATKINS		CTC		1.9	
		32046	11.8	BAYARD				4.1	
10,146		32050	15.9	BRADLEY				5.9	
		32056	21.8	MINATARE				2.9	
9,781		32059	24.7	WINTERS				6.1	
		32065	30.8	SCOTTSBLUFF	T			6.0	
9,149		32072	36.8	JANE				3.4	
		32074	40.2	MITCHELL	T			3.6	
		32078	43.8	ENTERPRISE		CTC 2 MT		2.7	
		32080	46.5	MORRILL				7.2	
		32088	53.7	HENRY				5.4	
		32092	59.1	STUART		CTC		3.1	
		32096	62.2	TORRINGTON				7.4	
9,260		32103	69.6	TEXAS				2.1	
		32106	71.7	LINGLE				8.3	
10,595		32114	80.0	GRATTAN				2.0	
		32116	82.0	FORT LARAMIE				3.5	
			85.5	MP 85.5		CTC 2 MT		2.8	
			88.3	CROSSOVER 88.3	X(2)			2.1	
			90.4	EAST GUERNSEY	R			91.2	
Adjoining Sub: Canyon Subdivision Boundary: Valley, MP 90.4 / Canyon, MP 90.4 Information for Guernsey is located in the Canyon Sub Timetable									

Mountain Continental Time in effect on Valley Subdivision

Radio Call-In		
UP DS - Northport - Channel 020 - Call-in *51		
Radio Channel 040 in service at Northport for Switching		
Radio Channel 054 in service Northport to WSS Bradley		
Bridgeport - 71(X)		
Radio Channel 051 in service Minatare to Torrington for Switching		
Radio Channel 077 in service WSS Bradley to E. Guernsey		
Bridgeport - 80(X)	Scottsbluff - 81(X)	Torrington - 82(X)
Guernsey - 83(X)		
Channel 045 in service Guernsey Yard		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information

Northport to E. Guernsey - 817-867-7079, Fax 817-352-7060

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 0.0 to MP 90.4	50	45

Temperature Restrictions

Contact the train dispatcher if in doubt of the temperature. Notify the train dispatcher when the train is restricted.

MP 0.0 to MP 90.4, - 10 degrees & under	45	30

1(B). Speed—Permanent Restrictions

	Frt
MP 0.0 to MP 0.6	25

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Frt Under 100 TOB	Frt 100 TOB & Over
MP 0.4, West Northport, crossover turnouts and turnout to Angora S leg wye	35	25
MP 2.4, crossover turnouts and turnout to UPRR	50	40
MP 6.7, crossover turnouts	50	45
MP 9.9, Atkins, turnout	50	45
MP 15.9, Bradley, siding turnouts	40	40
MP 24.7, Winters, siding turnouts	35	35
MP 36.8, Jane, siding turnouts	40	40
MP 43.8, Enterprise, turnout	50	45
MP 59.1, Stuart, turnout	50	45
MP 69.6, Texas, siding turnouts	35	35
MP 80.0, Grattan, siding turnouts	35	25
MP 82.2, CP 822, turnout	30	25
MP 83.5, CP 835, turnout	30	25
MP 85.5, turnout	40	25
MP 88.3, crossover turnouts	40	25

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Northport to E. Guernsey ..... 143 tons, Restriction A

Location	Track Name	Track No.
Six-axle locomotives and six-axle derricks in excess of 165 tons & not more than one locomotive is permitted on:		
Bayard	All Sugar Factory Tracks except Storage 1 & 2	
Mitchell	All Sugar Factory Tracks	
Morrill	Stock, House, Spud and Bean Tracks	
Torrington	Stock and House Tracks	
Lingle	Elevator Track	

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3. Type of Operation

Main Track

MP 0.0 to MP 9.9	CTC, 2 MT
MP 9.9 to MP 43.3	CTC
MP 43.3 to MP 59.1	CTC, 2 MT
MP 59.1 to MP 85.5	CTC
MP 85.5 to MP 90.4	CTC, 2 MT

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

- Positive Train Control (PTC) MP 0.0 to MP 46.5
- Hy-Rail Limits Compliance System (HLCS)

GCOR 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Scottsbluff, NE	30.06	9th Avenue
	30.34	5th Avenue
	30.81	Broadway
	31.02	Avenue B
	31.47	20th Street
	31.71	Avenue I
Torrington, WY	59.73**	CR 53D
	60.75**	CR 66C/Lift Station Rd
	62.00**	US 85/Main Street
	62.27**	C Street
	62.98**	B70/Radio Rd
	63.43**	CR 47/Golf Course Rd
	64.83**	F45/McKenna Rd

**Automated Horn System - The AHS is activated by the approaching train which sounds a warning in conjunction with the automatic crossing devices. When the crossing signals are activated the AHS will automatically sound horn at crossing.

To confirm AHS is functioning, an indicator flashes at the crossing. After indicator is observed to be flashing, whistle signal Rule 5.8.2(7) is no longer required.

The train horn must be sounded if the wayside horn indicator is not visible approaching the crossing or if the wayside horn indicator, or an equivalent system, indicates that the system is not operating as intended.

GCOR/MWOR 6.19, Flag Protection—When flagging is required, distance will be 2.0 miles.

Helping Stalled DP Trains—Stalled distributed power trains that must add helpers to the head end of the train under the direction of the Angora sub Operating Officer are to operate as outlined below.

ABTH Rules 102.12.3, 102.12.4, and 102.12.5 are amended only for this specific move to read:

ABTH Rule 102.12.3—Manned Helper Added to Head End of Train—When a manned helper is coupled on the head end of the train, the helper engineer will transfer control of the air brakes (and the throttle with MU cable) to the road engineer as follows:

1. Before opening angle cocks between the road locomotive and the manned helper, the engineer on the helper locomotive will:
   a. Communicate with the road engineer to determine the brake pipe reduction currently applied to the train.
   b. The helper engineer must make a reduction 2 psi more than the current reduction applied to the train.
   c. After brake pipe exhaust has ceased, cut out the automatic brake valve and place handle in the release position.
   d. Notify the engineer on the road locomotive of the amount of the brake pipe pressure reduction
   e. The independent brake valve must be left cut in on the helper locomotive. Place the independent brake valve handle in the release position and actuate to fully release the brakes on the helper locomotive consist.
2. The engineer on the road locomotive will:
   a. After opening the angle cocks between the helper and the road locomotive, increase brake pipe reduction to at least 20 psi and helper crew will observe that brakes apply on helper consist by visual inspection.
   b. When train is ready to depart, perform DP train check to check brake pipe continuity as brakes are released as per ABTH Rule 105.4 Also observe by visual inspection that brakes release on helper consist.

ABTH Rule 102.12.4—Manned Helper Removed From Head End of Train—When a manned helper will be detached from the head end of the train do the following:

1. The engineer in control of the road locomotive will:
   a. Make not less than a 6 psi brake pipe reduction.
   b. Notify the helper engineer when ready to detach the manned helper after closing the angle cocks between the helper consist and the road locomotive and removing the MU cable.
2. The helper engineer will cut in the Automatic Brake Valve after the angle cocks are closed between the consists.
3. After the helper consist is detached, the Engineer on the road locomotive will increase the brake reduction on the train to not less than 15 psi before the train departs.

ABTH Rule 102.12.5—Operating Responsibilities with Manned Helper—When adding helpers to the head end of a DP train, the control of all locomotives coupled together must be transferred to the DP road locomotive engineer by plugging in the MU cable, whenever practicable. When more than one locomotive is attached to a train, the engineer of the DP road locomotive must control the train's air brakes. The engineer in the lead locomotive consist is in charge of train movement. The engineer in charge will communicate with and direct the engineer on the DP road locomotive as follows:

1. Identify speed restrictions and locations where a stop is to be made at least 2 miles in advance.
2. Communicate clearly the name or aspect of signals affecting the train's movement as soon as the signals become visible or audible.

Note: The helper engineer will be responsible to comply with whistle requirements and may utilize the ABV handle, even though cut out, to initiate an emergency application of the brakes should any emergency situation occur requiring this action. The speed limit for a train in this configuration must not exceed 20 MPH.

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5. Trackside Warning Devices (TWD)

MP	Device	Recall Code	Notes
Type B.Locations			
2.4	DED		Exception reporting
9.9	DED		Exception reporting
20.5		818	Exception reporting
42.3		817	Exception reporting
46.7	DED		Exception reporting
50.9	DED		Exception reporting
55.0	DED		Exception reporting
59.9	DED		Exception reporting
65.9		828	Exception reporting
72.6	DED		Exception reporting
76.8	DED		Exception reporting
82.9		838	Exception reporting

6. FRA Excepted Track—None

7. Special Conditions

Scottsbluff Yard—The inside crossover switch located at the east end of Scottsbluff Yard at MP 29.4 must be left lined and locked for movement to the Factory Lead except for immediate movement to or from the Main Track per GCOR 8.12.

The high stand switch will display a red target when lined for movement to or from the Main Track. Authority to occupy the Main Track must be secured before lining this switch for Main Track movement.

Scottsbluff Local Crossing Ordinance—A standing train must not block a crossing for more than five minutes. A moving train must not block a crossing for more than ten minutes.

Scottsbluff Eastward Freight Trains—When picking up cars at Scottsbluff, Nebraska, fill train to 1.0 HPT. Trains consisting of only four-axle locomotives will require 1.3 HPT. Do not depart Scottsbluff, Nebraska with less than required HPT without prior approval of Train Dispatcher.

Bad Order Setout Tracks—Tracks at the following locations are designated as bad order setout tracks. Signs indicate where car(s) should be spotted:

Location	Track No.	Track Name
Henry	2197	Bennet back track
Torrington	2304	R&M Lumber
Lingle	2502	Elevator track

Empty Cars in Loaded Grain Trains—Empty cars will not be handled in loaded grain trains on the Valley Subdivision. If empty cars are located in the train, notify the Train Dispatcher before switching them out.

HazMat Cars—Conductors of trains relieved or tied down on line must leave a copy of the wheel report and a list of any cars that were picked up on line in the lead locomotive. This will ensure that the relieving crew will have the proper shipping paper for any HazMat cars in the train for movement into the terminal. It will be the relieving conductor's responsibility to turn in the required paperwork for reporting at the final terminal.

In the event HazMat car(s) are in-trained without the proper shipping papers, a hazardous material radio waybill will be filled out for movement. This information can be obtained from the Train Dispatcher or Field Support using option #3 on the radio call in.

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

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Bayard	Bean Track	1201	Buildings
	Simplot	1202	Buildings, tanks
Minatare	Stock Trk	1401	Buildings, piping, tripping hazard
	House Trk	1402	Buildings
Scottsbluff	Western Sugar	1611, 1612	Buildings, piping
		1613	Tripping hazard
		1614	Molasses tanks
	Otoe Lumber	1608	Building
	Slafter Oil	1607	Loading dock, overhead cables
	Scottsbluff Recycling	1615, 1616	Fencing, buildings, tripping hazard
	Kelley Bean	1617, 1618	Elevator, poles
	Hebert Milling	1619, 1620	Elevator, buildings
Mitchell	Kelley Bean	1804	Buildings
Morril	Pass track	2001	Elevator, buildings
	Stock track	2002	
	Jirdens/ Westco	2003	
	House track	2004	
	Spud track	2005	
	Bean track	2006	
Torrington	Z&W Mill track	2302	Loading dock, elevator, buildings
	House track	2303	
	Orphan track	2304	
Lingle	Kelley	2502	Buildings

Test Miles
MP 1.0 to MP 2.0
MP 8.0 to MP 9.0
MP 28.0 to MP 29.0
MP 49.0 to MP 50.0
MP 74.0 to MP 75.0
MP 91.2 to MP 92.2

SSI—Switch Control/Monitoring Systems

- Turnouts Equipped with Two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derail):
  - Northport
  - MP 2.4, crossover
  - MP 6.7, crossovers
  - Atkins
  - Enterprise
  - Stuart
  - MP 82.2 CP 822
  - MP 83.5 CP 835
- ICS—in effect
  - Northport *
  - MP 2.4, crossover *
  - MP 6.7 *

* Denotes all crossover switches within Control Point are ICS.

Flash Flood Critical Areas
MP 2.0 to MP 67.0

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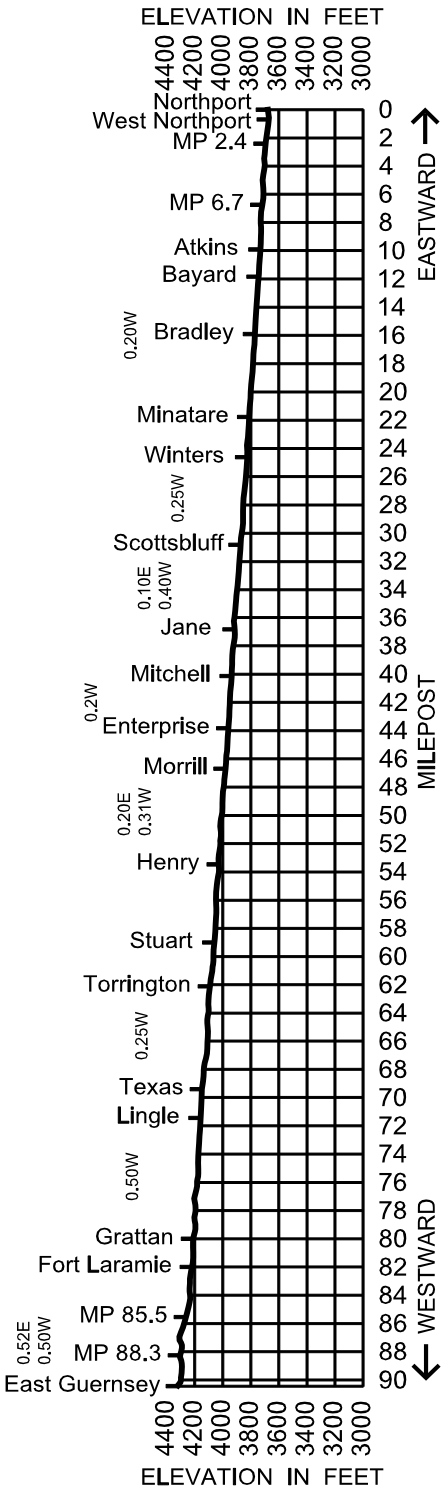
8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
5	Northport to E Guernsey	MP 0.0 to MP 90.4
Yard Line Segments		
896	Scottsbluff	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
32034	South Storage 101 - MT2	1.0	6,500	Both
32037	Progress Rail Trks 102 - 105 - MT2	2.4	6,000	West
32046	Bayard Track Siding 1298	12.0	5,150	Both
32046	Bayard Bean Trk 1202	12.0	1,300	West
32046	Bayard Sugar Factory W Wye Trk 1204	12.0	6,950	West
32056	Minatare Siding 1498	21.7	5,650	Both
32056	Kelly Bean Spur 1403	22.7	250	West
32056	Minatare North House Trk 1402	21.7	1,950	Both
32065	Scottsbluff 1601	30.0	2,200	Both
32065	Scottsbluff 1602	30.0	2,150	Both
32065	Scottsbluff 1603	30.0	2,000	Both
32065	Scottsbluff 1604	30.0	2,000	Both
32074	Mitchell Old Pass 1801	41.0	6,100	Both
32074	Mitchell 1802	41.0	1,450	Both
32074	Mitchell 1803	41.0	1,400	Both
32074	Sugar Factory 1808	41.0	7,850	East
32080	Morrill Bean Trk 2006 - MT2	46.4	1,700	East
32080	Morrill House Trk 2004 - MT1	46.8	3,700	Both
32080	Morrill Old Pass 2001 - MT1	47.2	2,600	West
32088	Henry 2101	53.7	3,050	West
	Bennett Back Trk - MT2	50.6	1,500	Both
32096	R&M Lumber 2304	61.7	650	East
32096	Torrington No Siding 2301	62.5	2,600	Both
32106	Lingle Pass 2501	72.6	3,900	Both
32116	Ft Laramie Back Trk 2798	81.5	1,750	East
32116	Ft Laramie Oil	82.9	Loop trk	Both

10. Grade Chart



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Wymore Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
Adjoining Sub: Strong City, Kansas Division Subdivision Boundary: Wymore, MP 169.7 / Strong City, MP 153.1									
		81122	170.4	SUPERIOR Adj. Sub: Strong City, Kansas Division, MP 169.7	JR	RL	19	6.6	
		81129	177.0	BOSTWICK				7.9	
		81135	184.9	GUIDE ROCK		TWC		5.5	
		81143	190.4	LESTER JCT	JT			20.0	
Adjoining Sub: Lester Subdivision Boundary: Wymore, MP 190.4 / Lester, MP 37.0									

Central Continental Time in effect on Wymore Subdivision

Radio Call-In
Radio Channel 085 in service Superior to Red Cloud
Cowles - 42(X)
Emergency - Call 911
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5

Dispatcher Information
817-867-7099, Fax 817-352-7048

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 169.7 to MP 190.4	20	20

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Sidings and Main Track Switches and Turnouts
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Superior to Red Cloud..... 143 tons, Restriction D

Location	Track Name	Track No.
Six-axle locomotives and six-axle derricks exceeding 175 tons are not permitted on:		
Superior	Stock Track	
Bostwick	Elevator Track	
Red Cloud	Turkey Track	

3. Type of Operation

Main Track

MP 169.7 to MP 172.7	RL
MP 172.7 to MP 190.4	TWC

4. Subdivision Specific Rules Information
GCOR 6.19—When flagging is required, distance will be 1.5 miles.

GCOR 8.3—The normal position of the main track switch from the Wymore sub MP 169.7 to the Strong City sub is lined as last used. Trains and engines must approach this switch expecting to find it lined against their movement.

GCOR 8.20—A derail is located at MP 193.6.

5. Trackside Warning Devices (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Superior	Runaround	2509	Building
	MP 172.3	2598	Unloading shed
Guide Rock	Elevator Track	2701	Buildings and bins
Red Cloud	Lewis Grain	1704	Poles
	MP 195.4	Main Track	Poles

Test Mile
MP 173 to MP 174

Flash Flood Critical Areas
MP 184.0 to MP 193.0

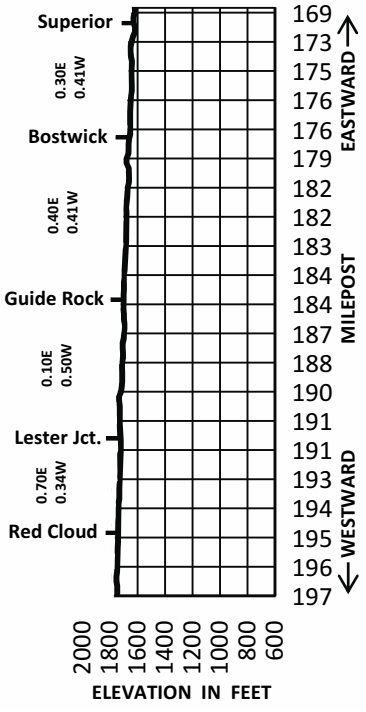
8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
19		167.1 to 197.2

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
81122	Superior Industry Lead	169.7	1.9 miles	West
59900	Holnam Cement	172.0	1,370	Both
81147	Red Cloud	195.3	6.9 miles	Both

10. Grade Charts



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

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

TERMSDXO

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

Remember “TERMSDXO” when shoving cars

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

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

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

GCOR/MWOR 4.3 Timetable Characters

A	Automatic Interlocking
B	General orders, notices, and circulars
C	Radio communication
g	Gate, normal position against conflicting route
G	Gate, normal position against this subdivision
J	Junction
M	Manual interlocking
P	Telephone
R	Restricted Limits
S	Railroad crossing protected by permanent stop sign
T	Turning facility
U	Railroad crossing not protected by signals or gates
X	Crossover
X(2)	Multiple crossovers
Y	Yard Limits