



STB Inspection Special of the Powder River Basin

August 3, 2004



“Safety Is Everyone’s Responsibility”

SAFETY IS VERY IMPORTANT WHEN YOU ARE AROUND THE RAILROAD. WE WANT YOU TO HAVE NOT ONLY AN ENJOYABLE TRIP, BUT ALSO A SAFE ONE.

PLEASE READ AND FOLLOW THESE SAFETY GUIDELINES:

- Always board and detrain at attended vestibule doors. Vestibule doors must remain closed while the train is moving. Only the train crew or car host may open vestibule doors and only after a full stop.
- Keep your head, arms and other parts of your body inside when the train is moving.
- Do not stand or ride on the rear platform of any moving car.
- Be alert for sudden starts or stops. Immediately assume a position with firm footing when:
 - the train is starting or stopping.
 - the train is moving in a curve.
 - you hear or feel an air brake application or feel the train lurch.
 - there is an emergency brake application.
 - there is coupling or uncoupling of cars.
- Always step over, not on, the rail.
- When boarding or detraining, maintain your handhold until your feet are firmly on the ground or platform. Watch for holes, slippery spots or other obstructions on the ground or platform.
- Stay at least 25 feet from the end of standing cars. Never walk between standing cars.
- Smoking is not allowed inside any UP Passenger Equipment. It is allowed only in the vestibule ends of the equipment that have split doors, where the top half of the door can be opened to vent the smoke. Please contact a member of the staff to assist you.

If you have any questions regarding these or any other safety instructions provided by your car host or railroad personnel, do not hesitate to ask. Union Pacific Railroad believes safety is the first priority, and we want you to have a safe and enjoyable trip.

**Surface Transportation Board
Powder River Basin Train Trip
August 3, 2004**

Tuesday, August 3, 2004

- 6:30 am** Depart hotel lobby for train
(Dakota Bus Lines – Mel Ladsen – 605-642-2353 or cell – 307-660-5339)
- 7:00 am** BNSF Observation Car - Train Departs
7:00 am – 7:05 am – Safety Briefing – Mark Kotter (BNSF)
7:05 am – 7:15 am – Welcome – Matt Rose (BNSF) and Dick Davidson (UP)
- 7:20 am** UP Dining Car - Continental breakfast
- 7:50 am** BNSF Observation Car – Briefings
7:50 am – 8:00 am – Loading Operations - Lance Fritz (UP)
8:00 am – 8:15 am – Joint Line Operations – Mark Kotter (BNSF)
8:15 am – 8:35 am – Break
8:35 am – 8:55 am – PRB Growth and Demand – Tom Kraemer (BNSF)
8:55 am – 9:15 am – Investment and Capacity – Carl Ice (BNSF)
9:15 am – 9:35 am – Investment and Capacity – Dennis Duffy (UP)
- 12:00 pm** UP Dining Car - Lunch
- 1:30 pm** BNSF Observation Car – Briefings
1:30 pm – 1:50 pm – Track – Bob Boileau (BNSF)
1:50 pm – 2:20 pm – Track – Bill Wimmer (UP)
- 4:00 pm** BNSF Observation Car – Briefings
4:00 pm – 4:15 pm – North Platte and Beyond – Rich Jensen (UP)
- 5:00 pm** Arrive Alliance Rail Yard – Tour Alliance
- 6:30 pm** Dinner at Alliance
- 7:30 pm** Depart for hotel and airport
Days Inn – 3rd & Cody Street – 308-762-8000

Participants

STB

Roger Nober – Chairman
Frank Mulvey – Vice Chairman
Doug Buttrey – Commissioner
John Scheib – Chief of Staff to the Chairman
Beryl Gordon – Staff to Commissioner Buttrey and Office of Proceedings
Jamie Rennert – Office of General Counsel
Joe Geotz – Section of Economics
Bill Brennan – Section of Economics
Mazar Awan – Section of Economics

Peabody

Brian Bashore – VP Transportation and Customer Service
Greg Boyce – President and COO
Kemal Williamson – Group Executive Powder River Basin
Jim Campbell – Senior VP Sales & Marketing, Powder River Basin
Barb Luthy – Transportation Specialist

Western Coal Traffic League

Mark Schwartz – Senior VP & COO – Arizona Electric Power Corp.
Paul Freund – VP Fuel Trading and Transportation - Mid American
Dave Leffere – Supervisor Fuel Logistics - KC P&L
Randy Rahm – Director Fuel Services – Westar
Duane Richards – CEO – Western Fuels Association

NCTA (NATIONAL COAL TRANSPORTATION ASSOCIATION)

Tom Canter – Executive Director

AAR

Ed Hamberger – President and CEO

BNSF

Matt Rose – Chairman, President and CEO
Jeff Moreland – EVP Law, Government Affairs, and Secretary
Carl Ice – EVP and COO
Tom Kraemer – Group Vice President, Coal
Will Cunningham – Manager Coal Marketing
Mark Kotter – AVP Operations Central
Bob Boileau – AVP Engineering

Amy Hawkins – AVP Federal Government Affairs

Union Pacific

Dick Davidson – Chairman and CEO

Jim Young – President and COO

Dennis Duffy – EVP Operations

Bill Wimmer – Vice President, Engineering

Lance Fritz – VP and General Manager, Energy

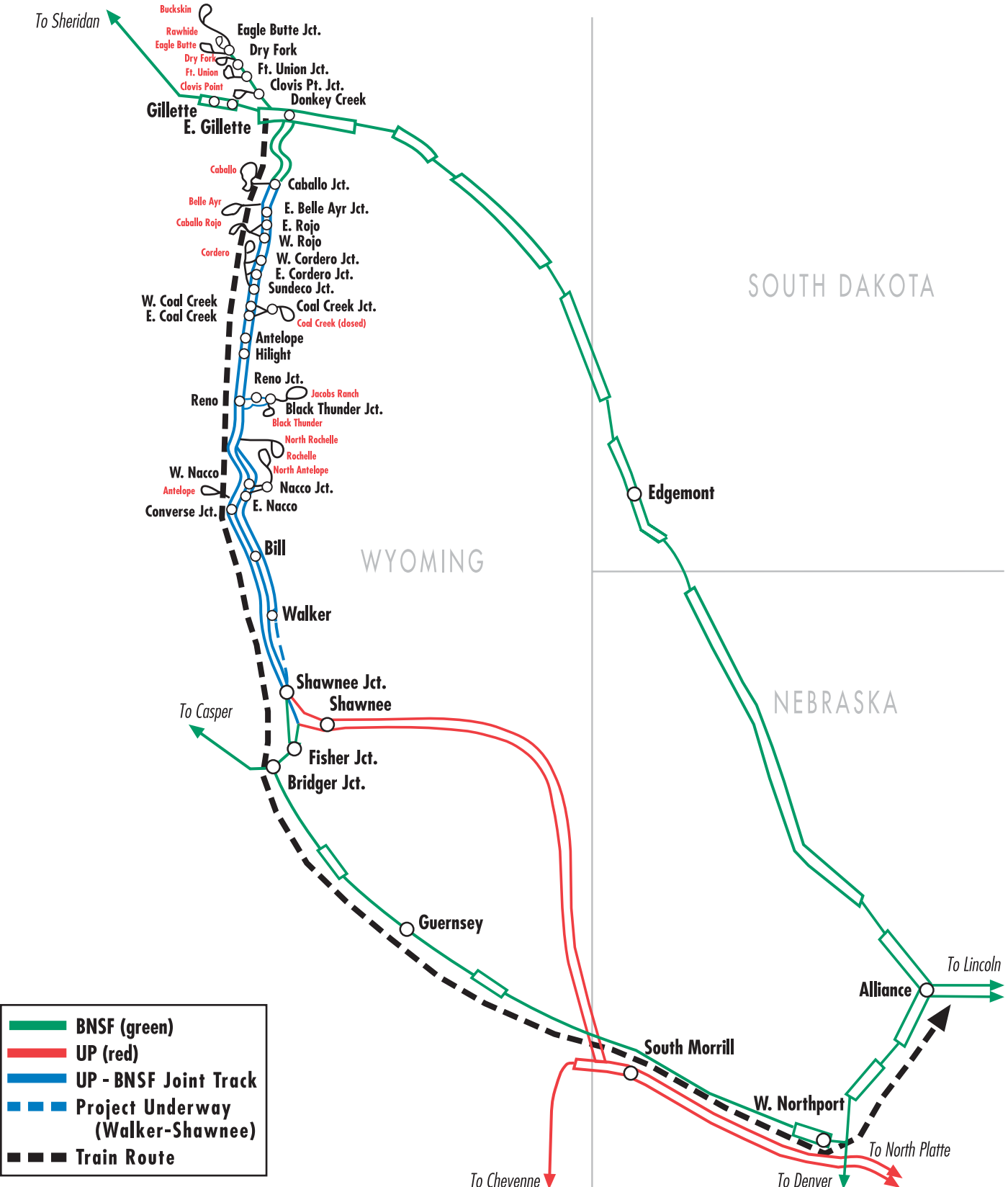
Mike Hemmer – Senior VP, Law and General Counsel

Rich Jensen – General Superintendent Transportation Services

Mike Rock – AVP External Relations

Lou Anne Rinn – Associate General Counsel

PRB Rail Lines and Route of Inspection Special

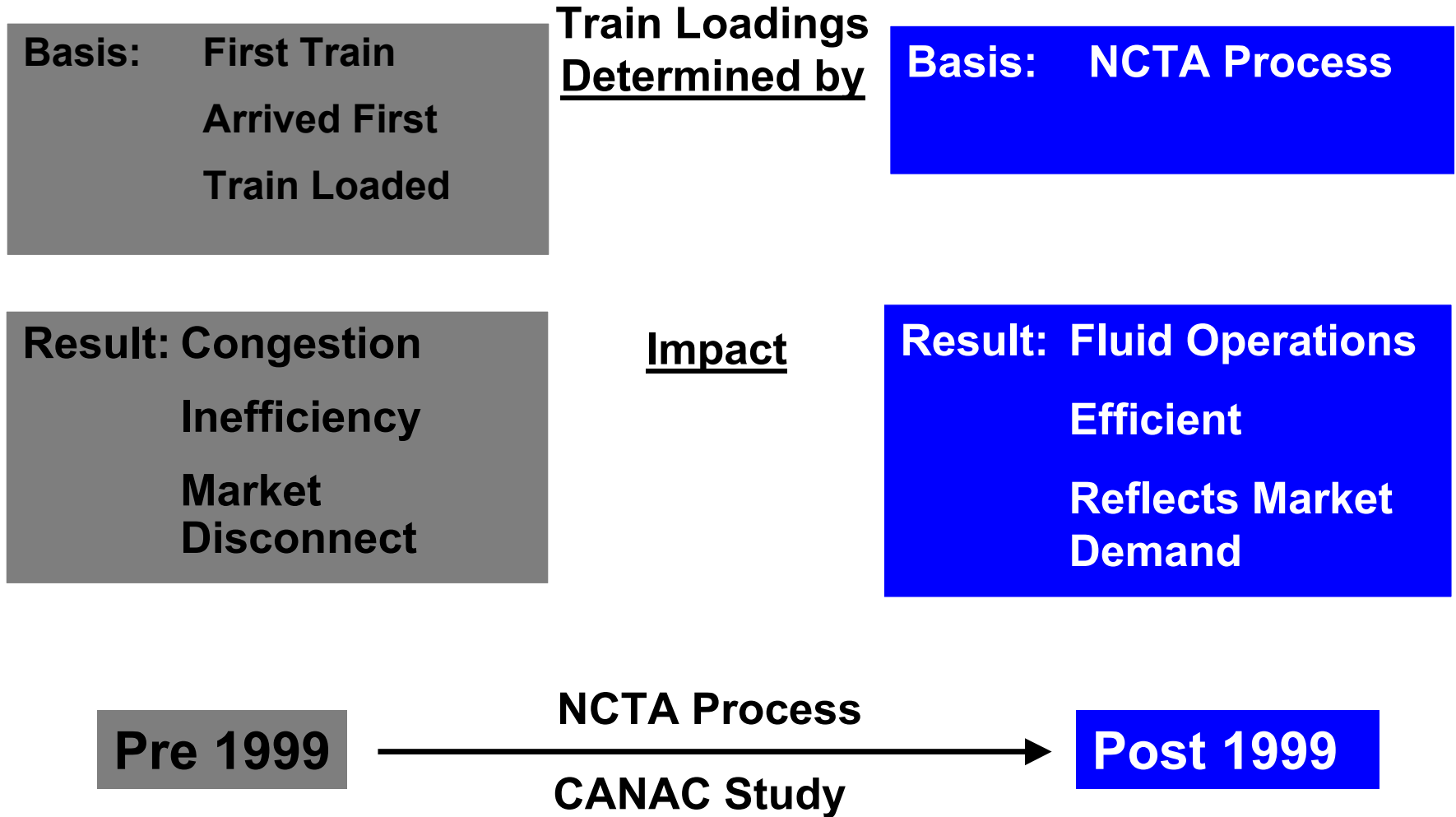




Mine Operations and Process

**Lance Fritz,
Vice President & General Manager -
Energy**

Joint Line Loading Operations



Joint Line Loading Operations

NCTA Process

- Monthly Forecast Determines Mine Slots
- Inputs Provided by All Participants
- Process Continuously Improved
 - Moved to Web
 - Performance Protocols
 - Frequent & Periodic Review

 BUILDING AMERICA™

Bulk Train Planner

Applications ▾ Forecast Utility Forecast Mine Coal Train Line Up Weekly Statistics Utility Forecast Summary Producer Forecast Su

Return To: 

Coal Tonnage Forecast - Producer View for UP Employees

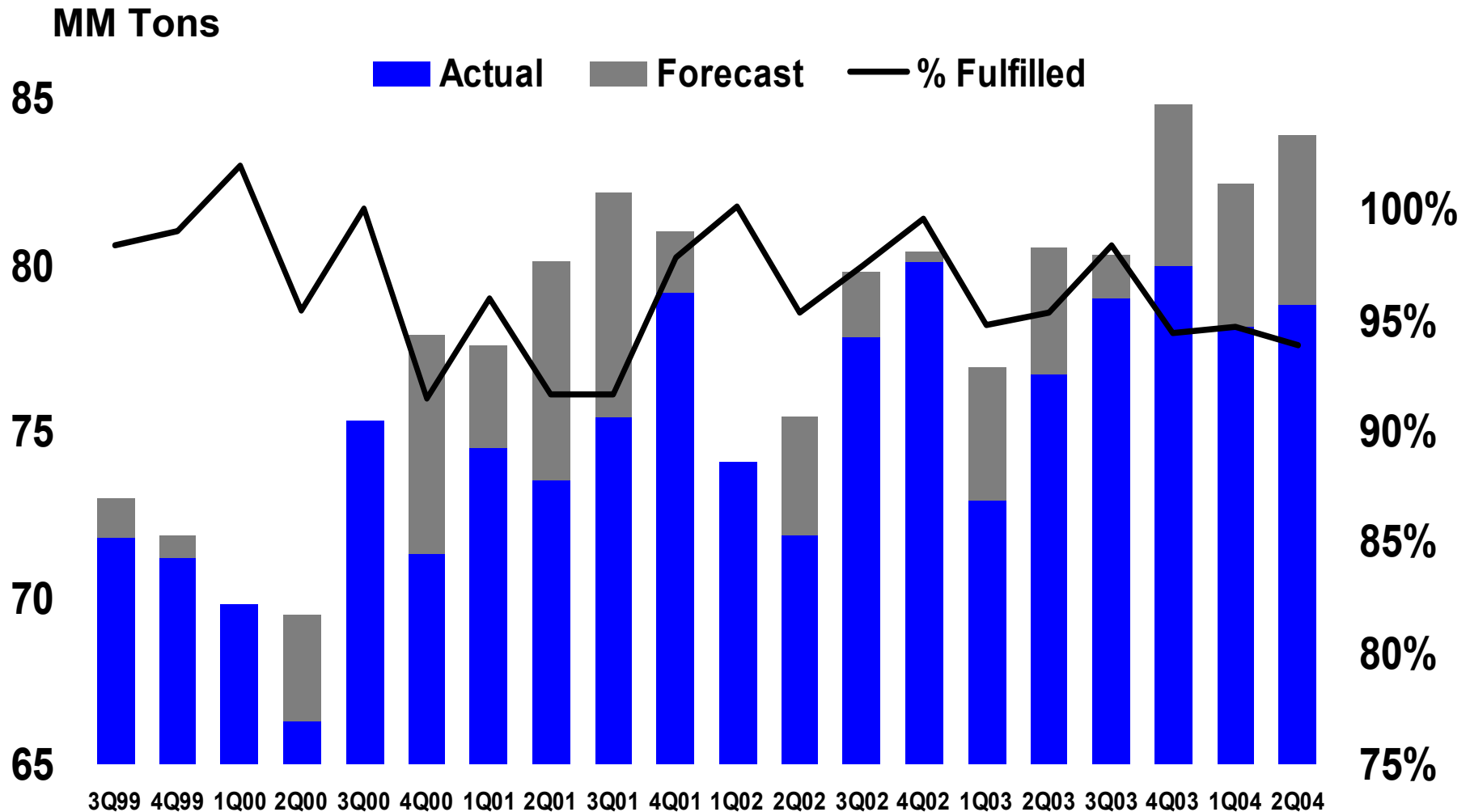
[Printer Friendly View](#)

Forecast for the month of : August 2004
Forecast will lock 5PM CST : 08/04/2004 Status : Open

Producer	Mine/Utility	Plant	Demand	Supply	Variance	Settled Tons	Sets Req	Forecast Loads	Actual Loads	Settled	Comments
SPRB											
Arch Coal											
Black Thunder											
			38,400	0	-38,400	0	0.0	3.0	0.0	☐	View
			15,525	0	-15,525	0	0.0	1.0	0.0	☐	View
			28,400	0	-28,400	0	0.0	2.0	0.0	☐	View

Joint Line Loading Operations

Actual Performance to NCTA Forecast



Joint Line Loading Capacity

CANAC Study - 1999

Key Recommendations

- Mines and Railroads Must Invest for Future Growth
- Additional Train Landing Spots Required Immediately

	<u>350 MMT</u>	<u>400 MMT</u>
• Railroads	3rd Main Walker to Shawnee Jct.	3rd Main West Nacco to Reno
• Mine Loadouts	Add 20 Loadouts	N/A

Joint Line Loading Capacity

CANAC Study - Updated 2002

Key Findings

- Increased Tons per Train Increased Capacity Thresholds

	<u>In 1999</u>		<u>In 2002</u>
Train Size	13,367 Tons / Train		14,349 tons Tons / Train
Threshold (MMT)	350	—————>	360 - 370

- Recommendations Implemented by 2002
 - Mine Loadouts 7 of 20 Landing Spots Added
- Recommendations Implemented by YTD 2004
 - Eighth Landing Spot Added
 - 3rd Mainline Walker/Shawnee Jct Under Construction
 - 3rd Mainline West Nacco/Reno - Not Required Yet

BNSF



Operations on the Joint Line

**Mark Kotter,
Assistant Vice President Operations
Central Region**

BNSF – UP Joint Orin Line Operations

- **Orin Line rail construction 1972 – 1979**
- **In 1984 Orin Line became joint with CNW**
- **Joint Line MP 14.7 – 117.7 = 103 miles total**
 - **59.5 miles double track**
 - **45.5 miles triple track MP 58.1 – 103.6. New triple track in 2004/5 MP 103.6 – 117.7**
- **Access to line at Donkey Creek (BNSF) and Shawnee Jct. (BNSF and UP)**
- **Crew bases at Gillette, WY and Guernsey, WY for BNSF. UP crew bases at Bill, WY and South Morrill, NE**
- **Helper Service at two locations**
 - **Logan - Shoving if necessary MP 65 – MP 70 with a grade of 1.1% plus curvature.**
 - **Belle Ayr - Helpers shoving northbounds MP 16 – MP 11 with a grade of 1.2% plus curvature.**

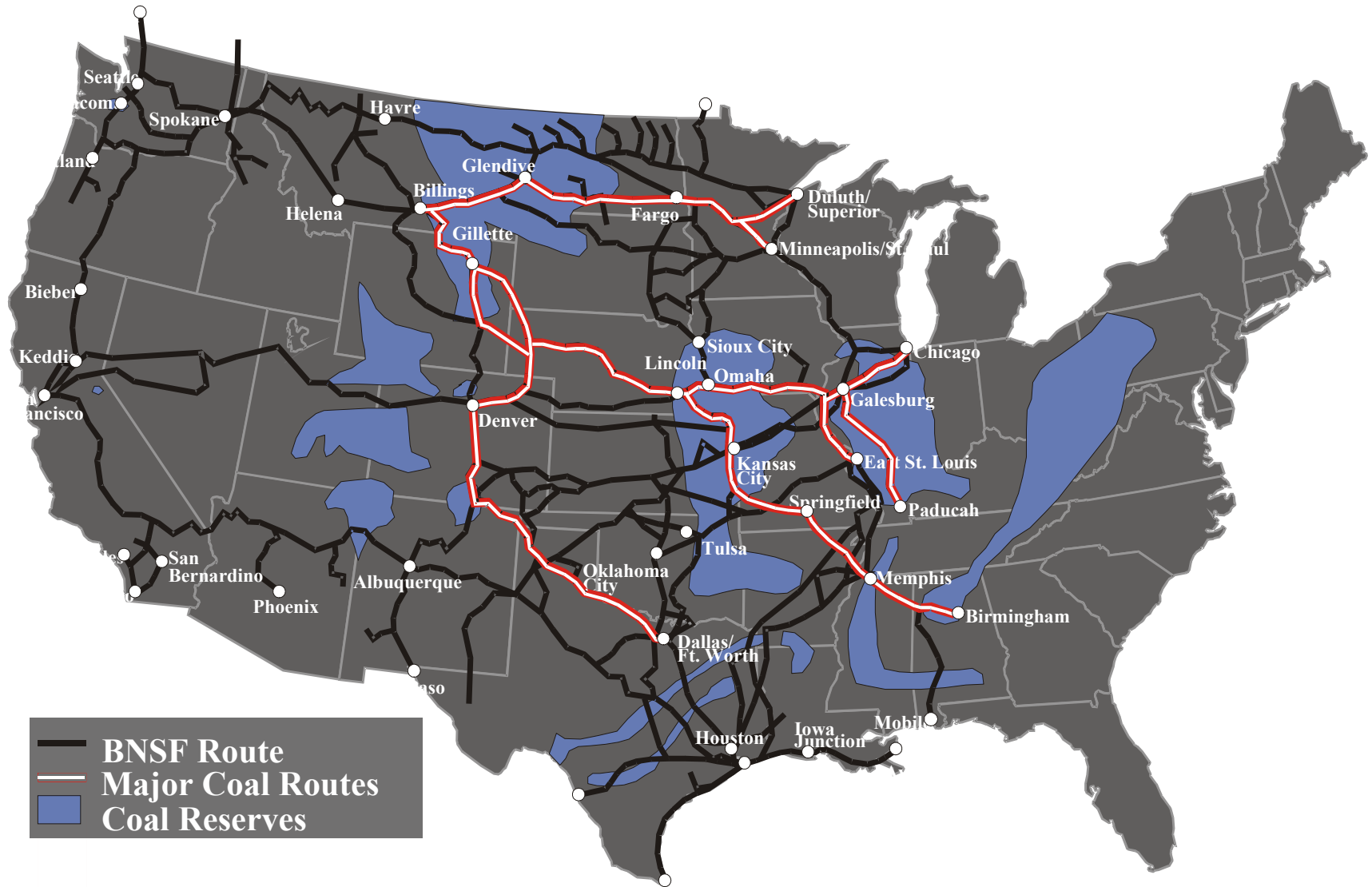
NCTA Mine Slotting Process

- The monthly tonnage demand for each railroad by mine is determined through the NCTA process
- BNSF and UP management jointly assign order and quantity of loading slots at each mine
- BNSF and UP manage the flow of trains onto the Joint Line to attain ETA compliance for specific slots
- Both railroads' coal groups jointly manage slotting changes to maximize the line's efficiency
 - Examples of events causing slotting changes:
 - Railroad maintenance
 - Inclement weather
 - Mine outages
 - Mechanical problems

Joint Line Management

- The Joint Line is managed 24/7/365 by:
 - Joint Line Director
 - General Directors
 - Coal Superintendents
 - Chief Dispatchers for both BNSF and UPRR
- The Joint Line is dispatched by BNSF dispatchers
 - Dispatching follows a written protocol established and managed jointly by BNSF and UPRR
- The Joint Line is managed at BNSF Headquarters in Fort Worth
 - Union Pacific managers and dispatchers for Powder River Basin operations have been colocated with BNSF in Fort Worth since 1999

BNSF Network Coal Map



BNSF

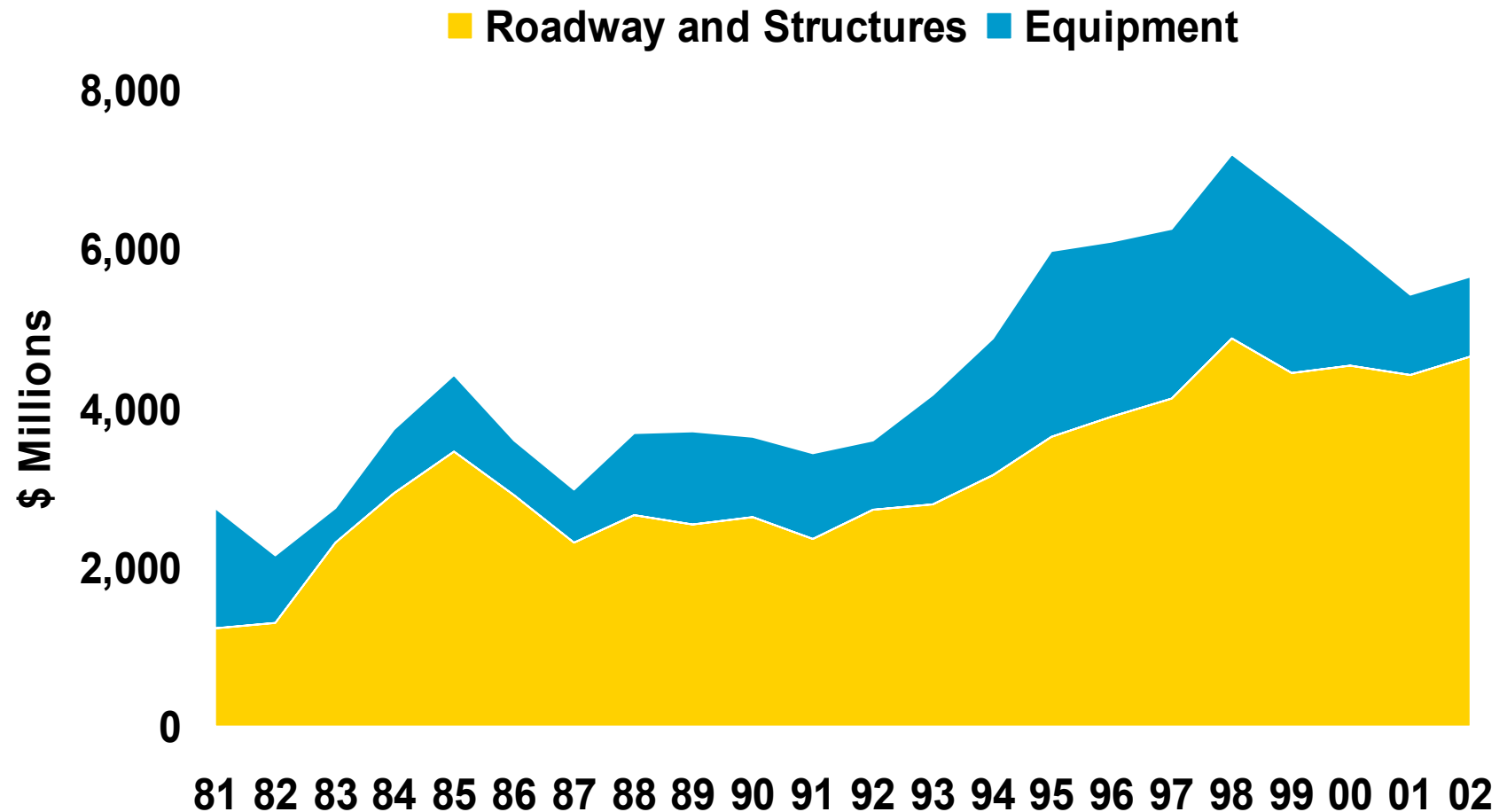


BNSF Capital Investment and Capacity

**Carl Ice,
Executive Vice President and
Chief Operating Officer**

Class I RR Capital Expenditures for Roadway and Equipment

Capital investments have grown significantly.



Source: AAR

BNSF Increased Coal Capacity Investments

\$ Millions

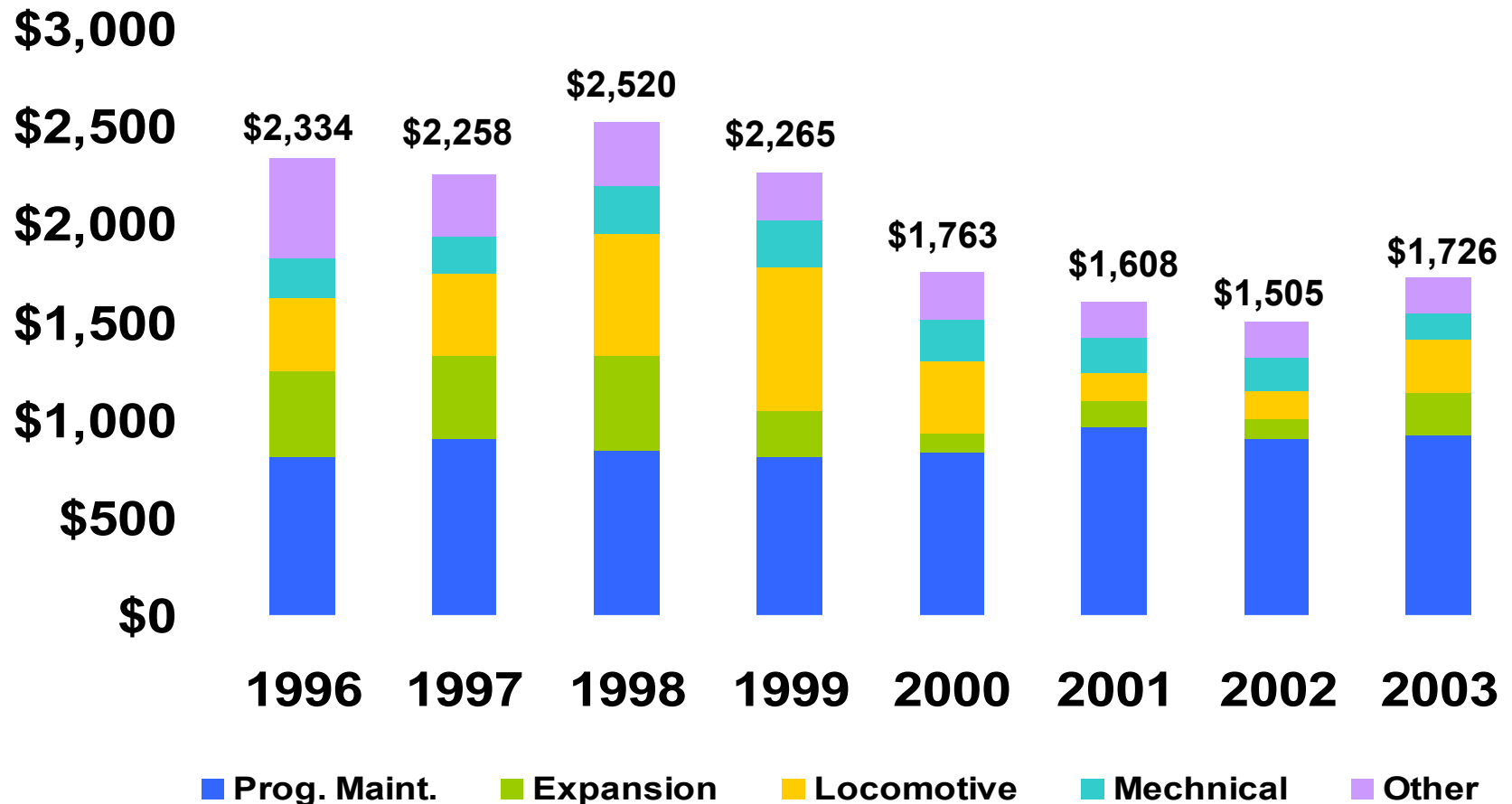
Year	Locomotives	Cars	Joint Line	Corridors	Terminals
1994	\$247	\$22	\$13	\$10	\$2
1995	247	58	18	44	12
1996	118	19	19	41	22
1997	160	20	9	69	38
1998	235	22	6	123	16
1999	270	23	15	58	4
2000	56	0	1	18	2
2001	0	0	0	0	0
2002	0	0	0	0	0
2003	<u>85</u>	<u>48</u>	<u>0</u>	<u>8</u>	<u>10</u>
Total	\$1418	\$212	\$81	\$371	\$106

Total: \$2.2 billion invested

Source: BNSF

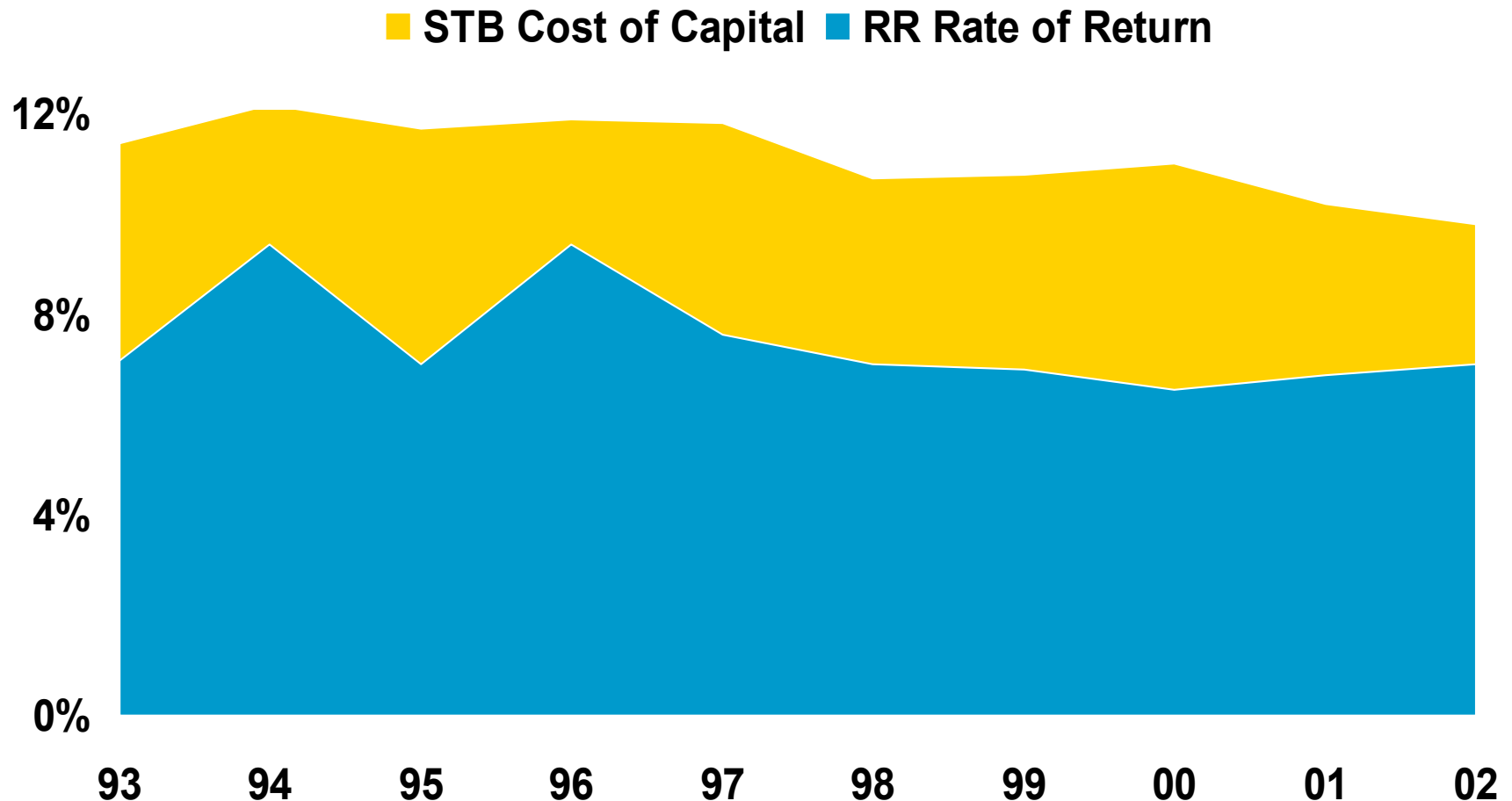
BNSF Capital Commitments

1996 - 2003
(\$ in millions)



Class I RR Cost of Capital and Rate of Return

Railroads have not earned their cost of capital.



Source: AAR

Potential Coal Growth Forecast:

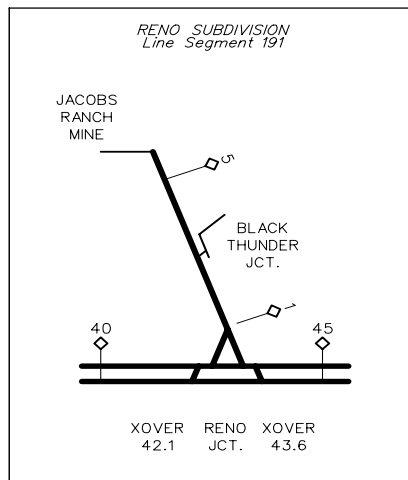
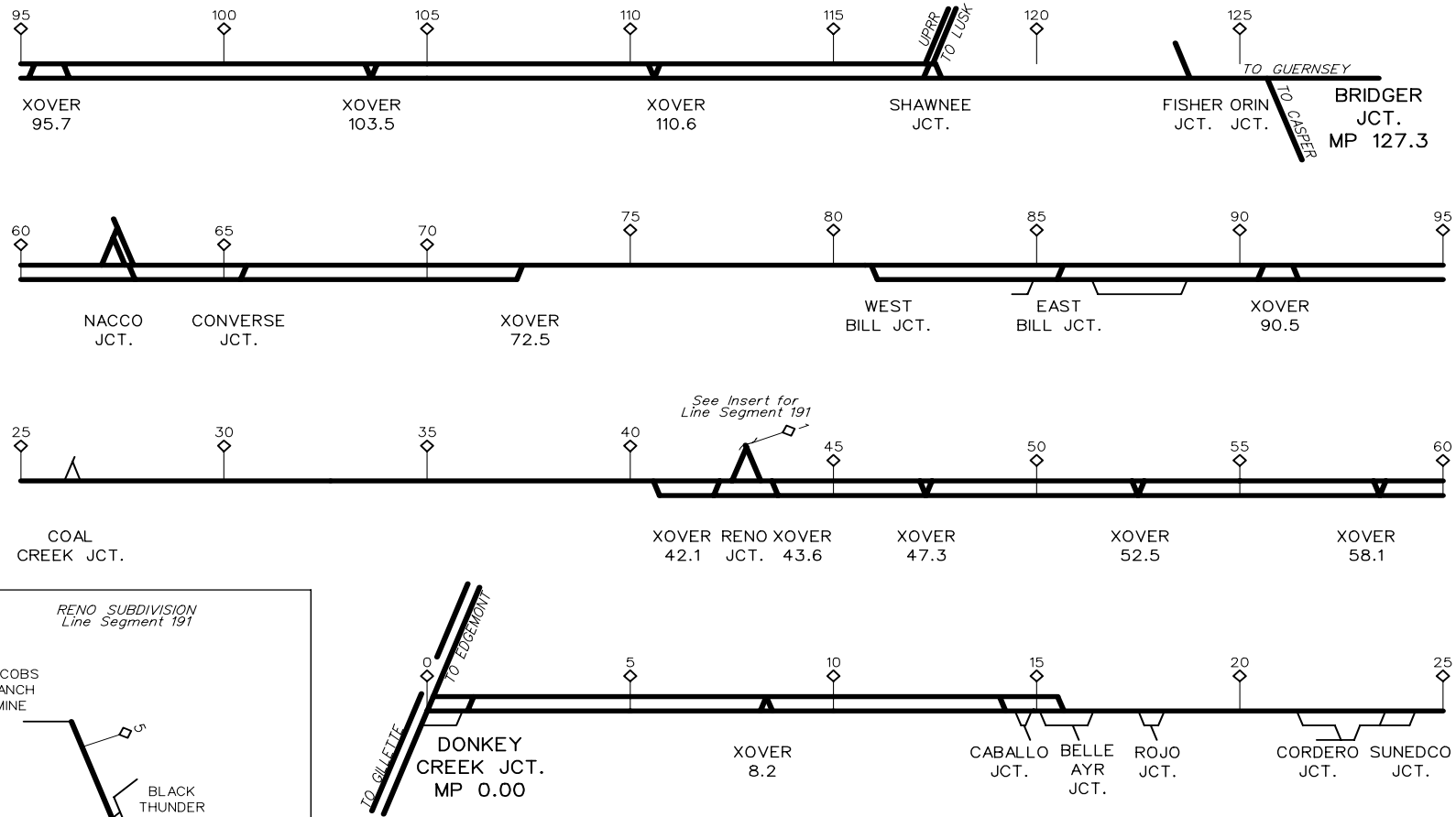
2002 - 2025

- **Total growth***
 - West +396 million tons
 - Interior +31 million tons
 - Appalachia +11 million tons
- **Western impact**
 - 80% of West is PRB = 320 million tons
- **Additional trainloads per day = 60**

Railroad Industry and BNSF Challenges

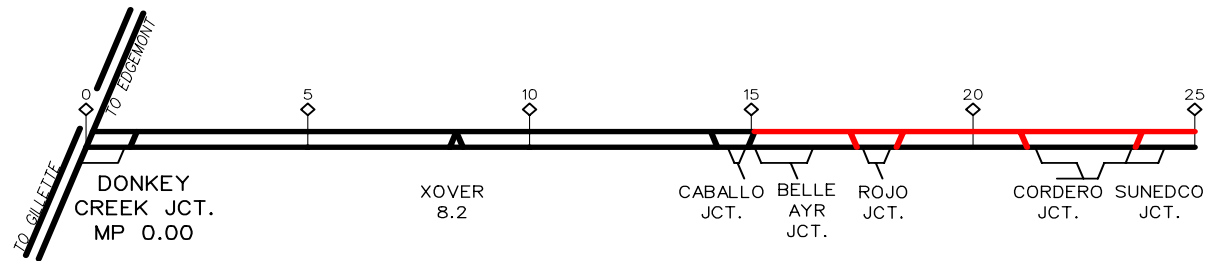
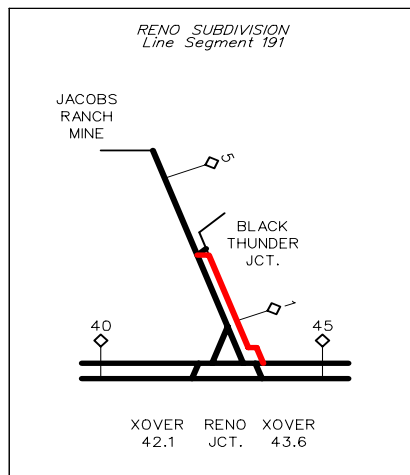
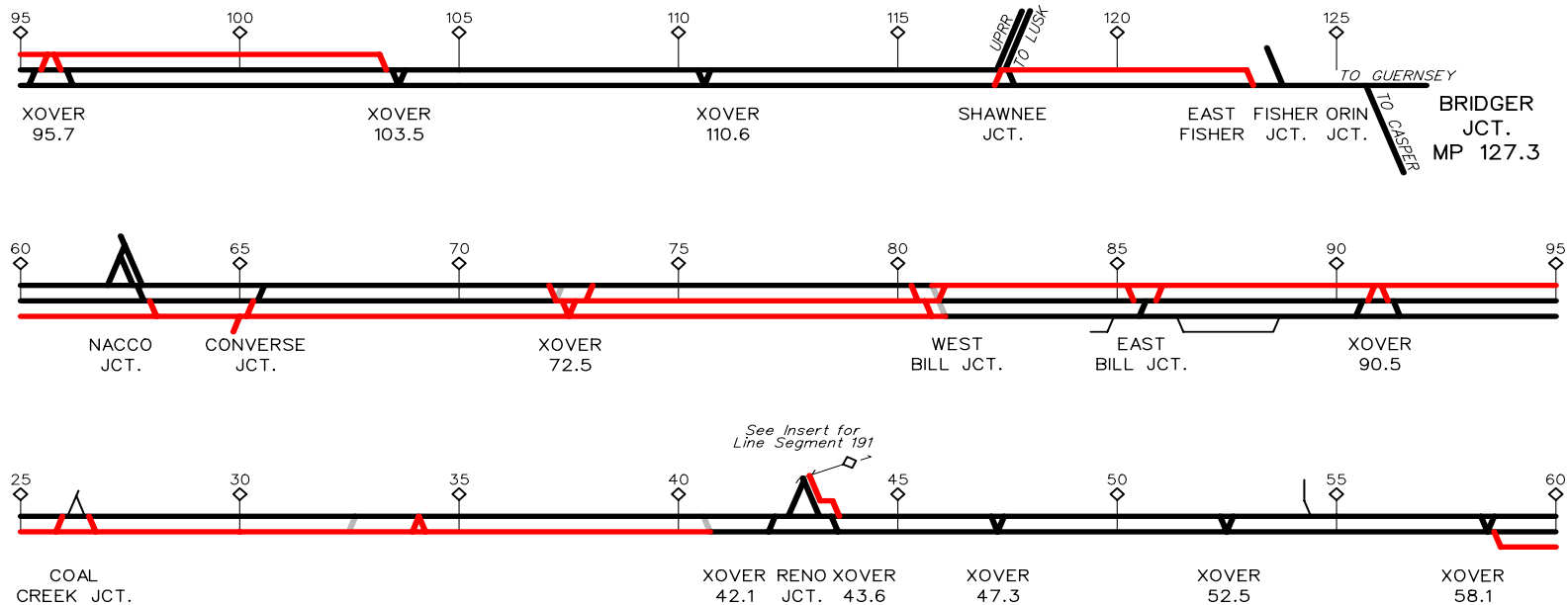
- **Significant coal demand**
- **Rail transportation growth**
- **Increased capital investments**
- **Higher rate of return**
- **Comprehensive energy plan and environmental standards that promote the utilization of our most abundant fossil fuel resource and increased coal-fired electric generation**

Orin Subdivision Existing Trackage in 1994



	THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY	
	EXISTING TRACKAGE IN 1994	
	ORIN SUBDIVISION POWDER RIVER DIVISION	
SYSTEM MAINTENANCE & PLANNING DRAWING NO. 13392-A.dgn		SHEET 1 OF 3 DATE: 07/29/2004

Orin Subdivision Track Expansion 1994-1999

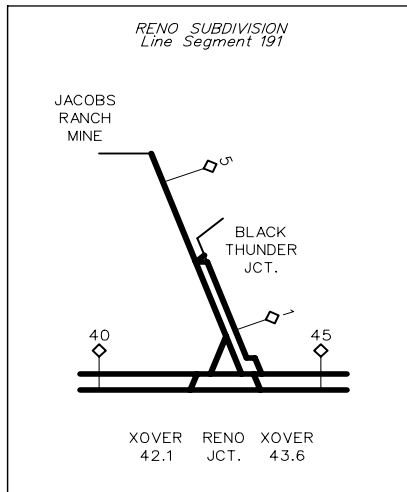
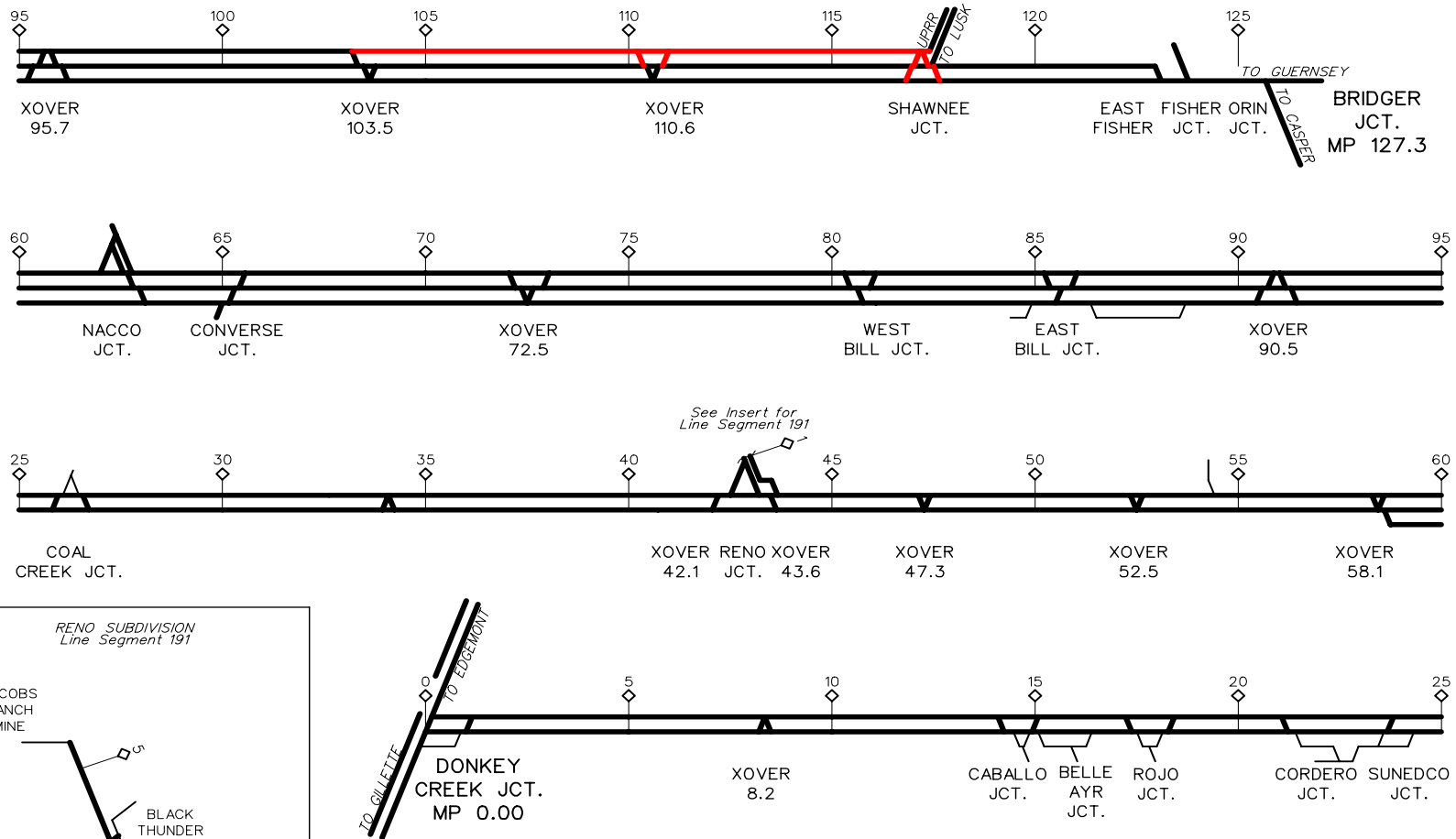


Second Main Track Constructed - 38.7 Miles
Third Main Track Constructed - 46.0 Miles
1994 - 1999 Expansion Cost - \$ 160 Million

CONSTRUCTED BETWEEN 1994 TO 1999

 	THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY	
	TRACK EXPANSION 1994 TO 1999	
	ORIN SUBDIVISION POWDER RIVER DIVISION	
SYSTEM MAINTENANCE & PLANNING DRAWING NO. 13392-A.dgn		SHEET 2 OF 3 DATE: 07/29/2004

Orin Subdivision Track Expansion 2000-2005



Third Main Track Constructed - 14.1 Miles
2000 - 2005 Expansion Cost - \$ 36 Million

CONSTRUCTED BETWEEN 2000 TO 2005

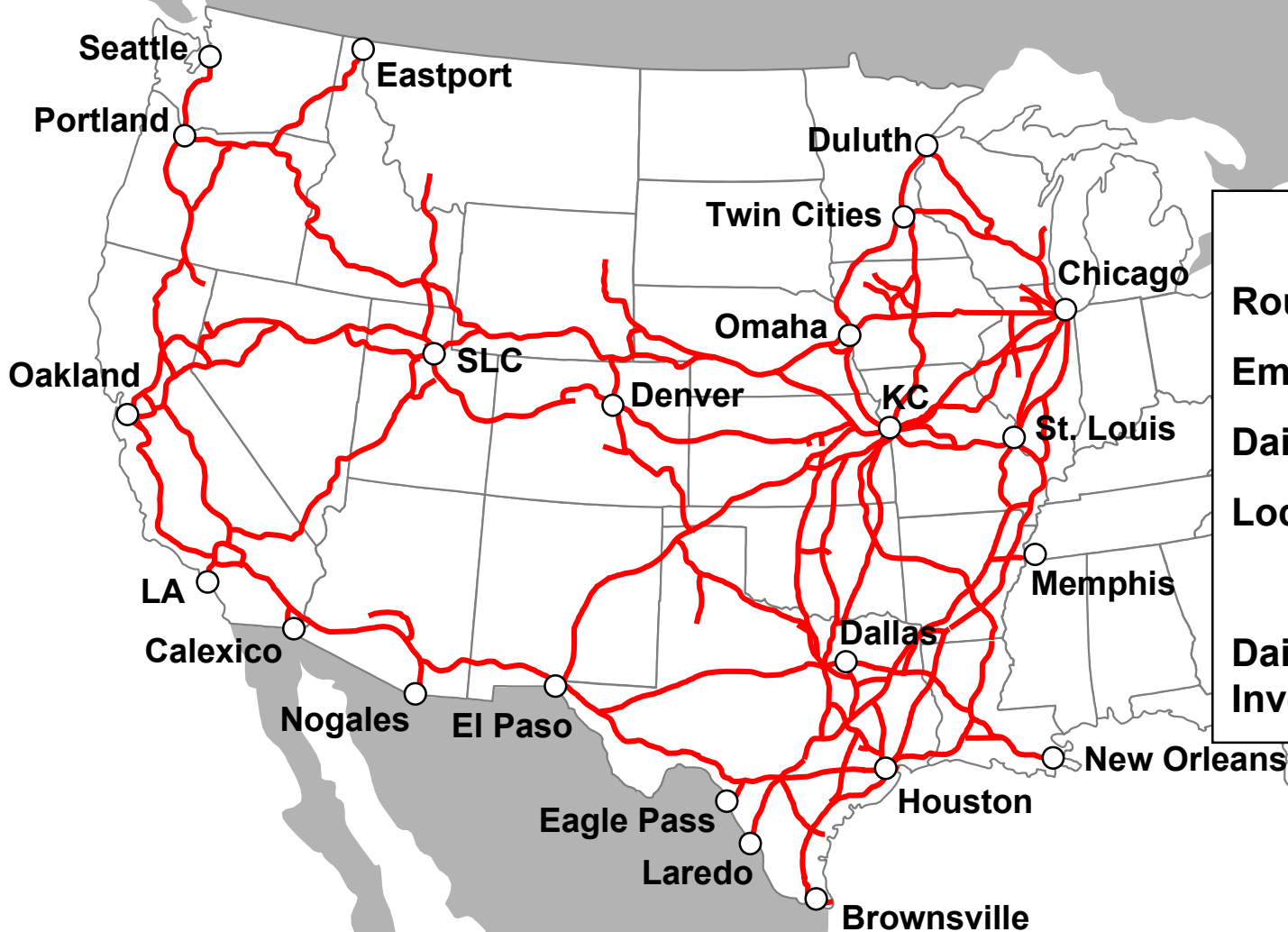
	THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY	
	TRACK EXPANSION 2000 TO 2005	
	ORIN SUBDIVISION POWDER RIVER DIVISION	
SYSTEM MAINTENANCE & PLANNING DRAWING NO. 13392-A.dgn	SHEET 3 OF 3	DATE: 07/29/2004



UP Capital Investment and Capacity

**Dennis Duffy,
Executive Vice President Operations**

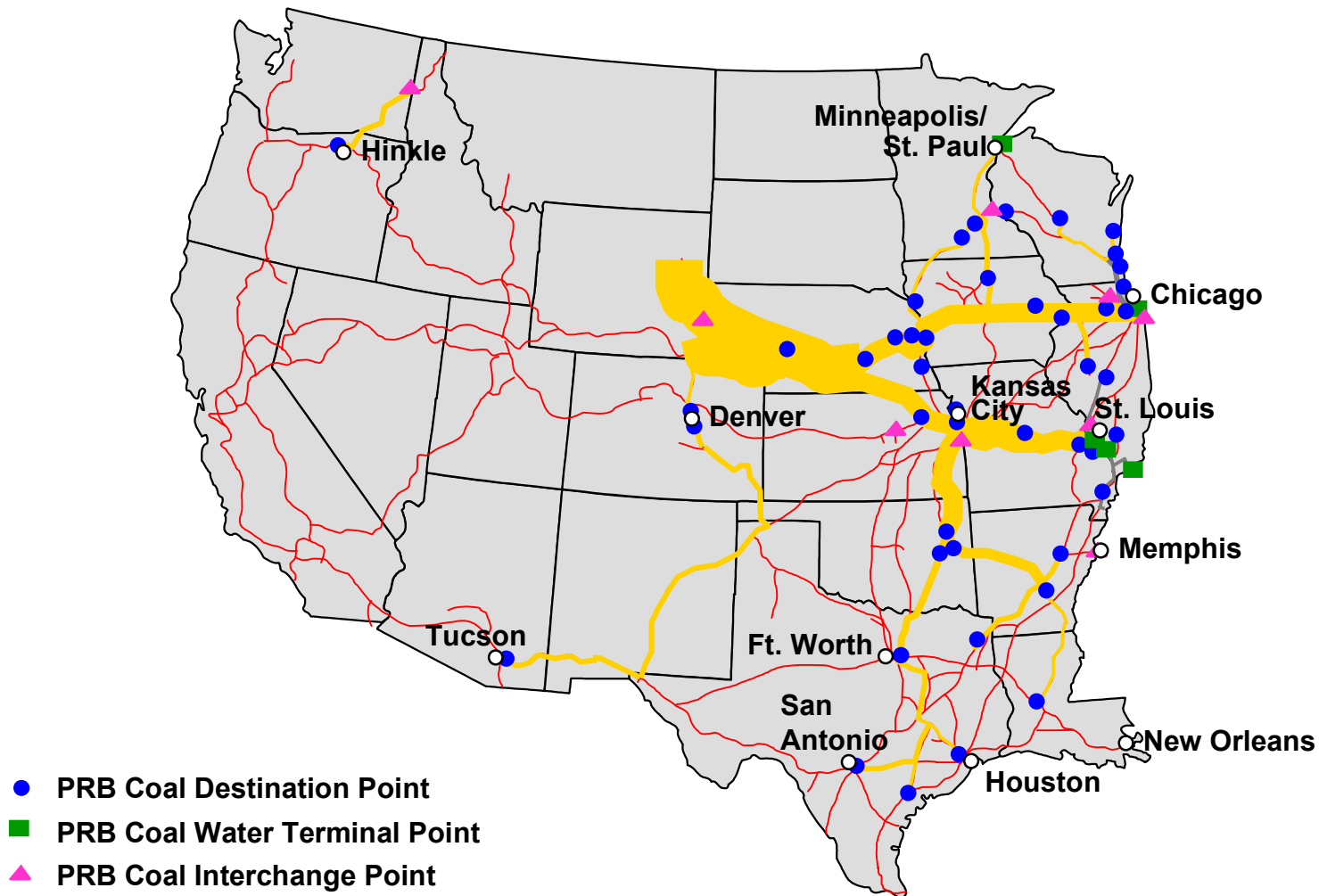
Union Pacific Railroad



Fast Facts

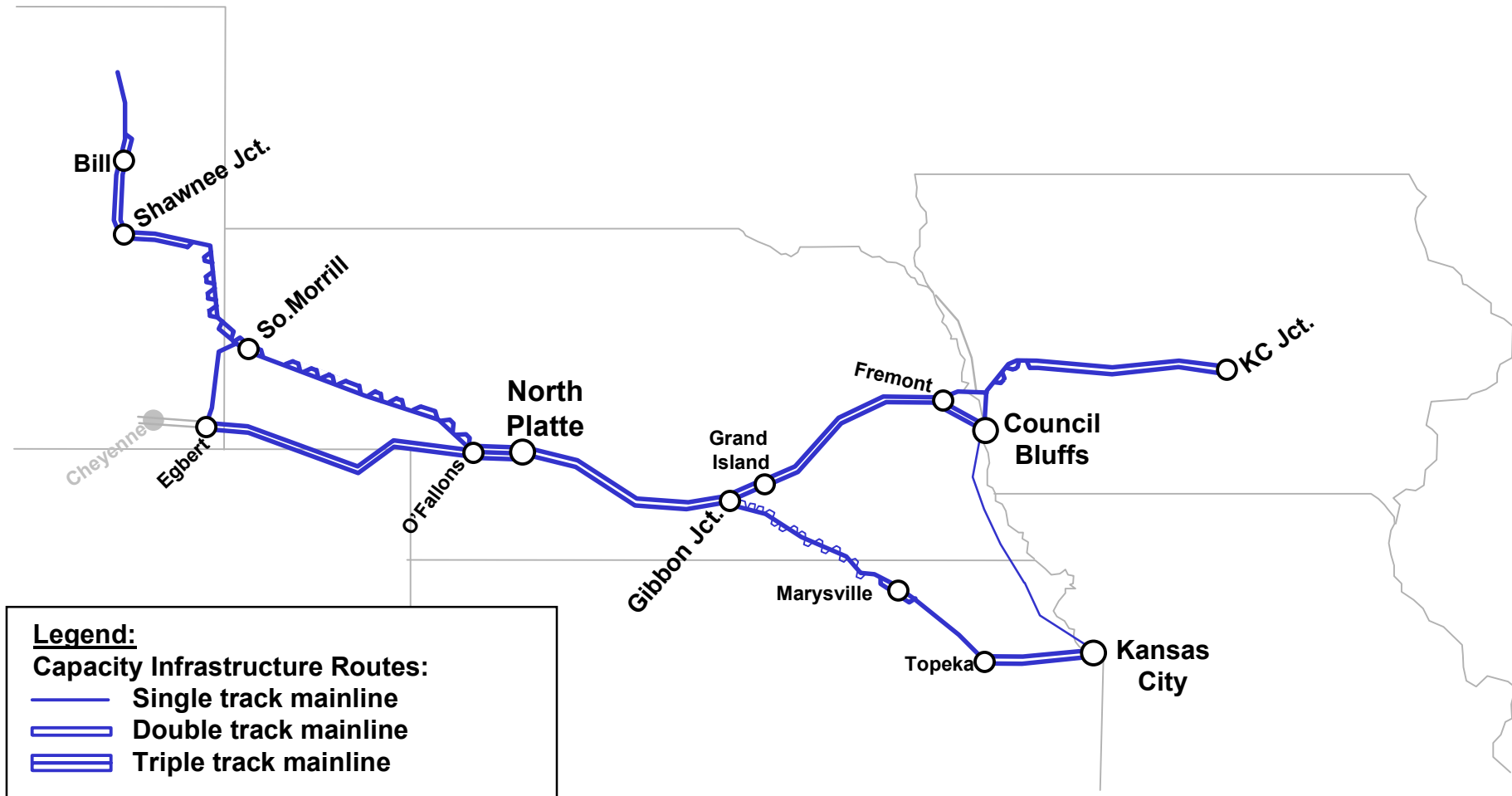
Route Miles	33,035
Employees	47,000
Daily Trains	2,700
Locomotives	7,720
- AC Loco's	1,933
Daily Car Inventory	320,000

UP PRB Coal Network



UP PRB Coal Corridor

1995 Trackage

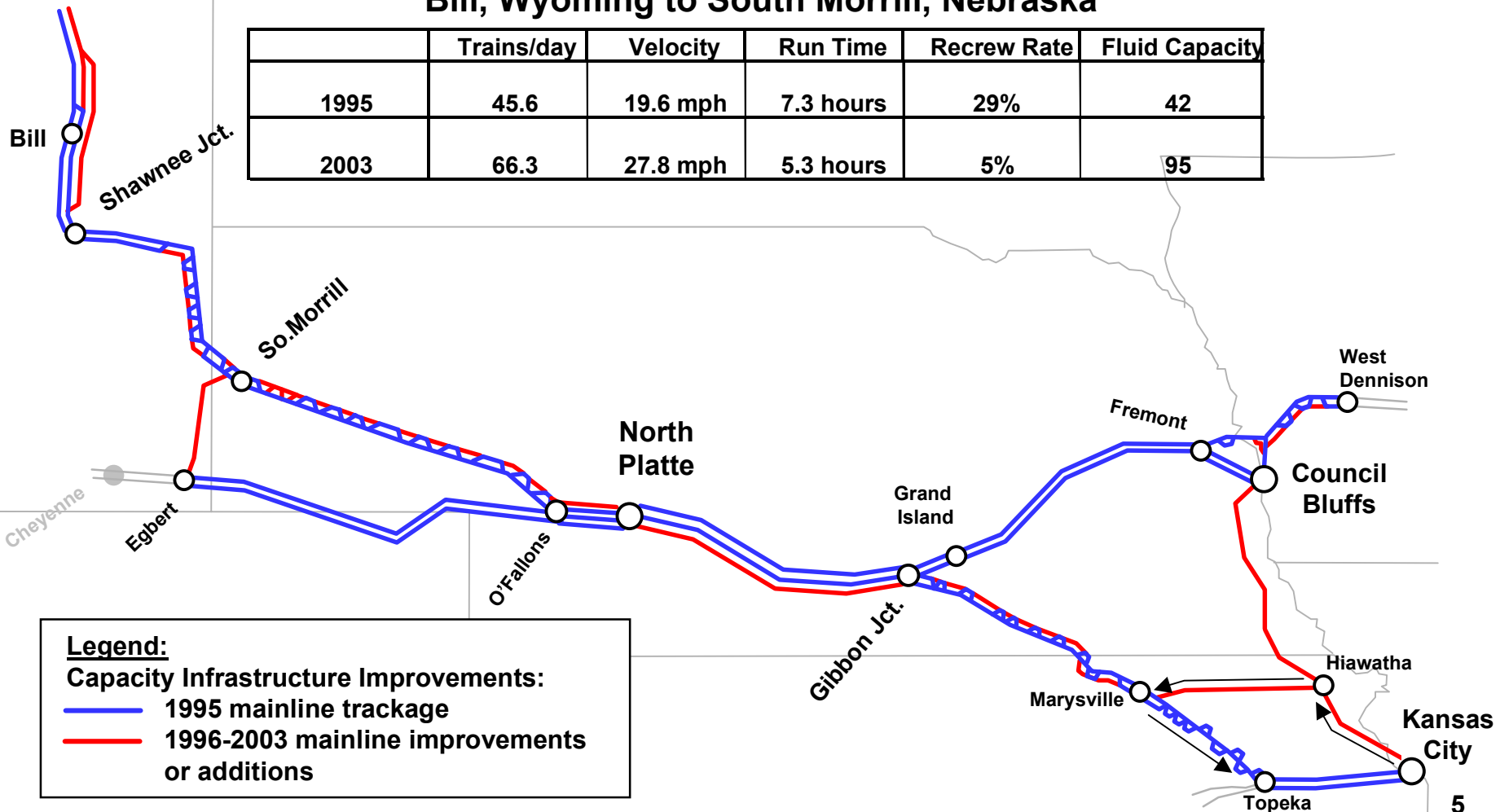


UP PRB Coal Corridor

Capacity Improvements - Comparison of 1995 to 2003 Trackage

Bill, Wyoming to South Morrill, Nebraska

	Trains/day	Velocity	Run Time	Recrew Rate	Fluid Capacity
1995	45.6	19.6 mph	7.3 hours	29%	42
2003	66.3	27.8 mph	5.3 hours	5%	95

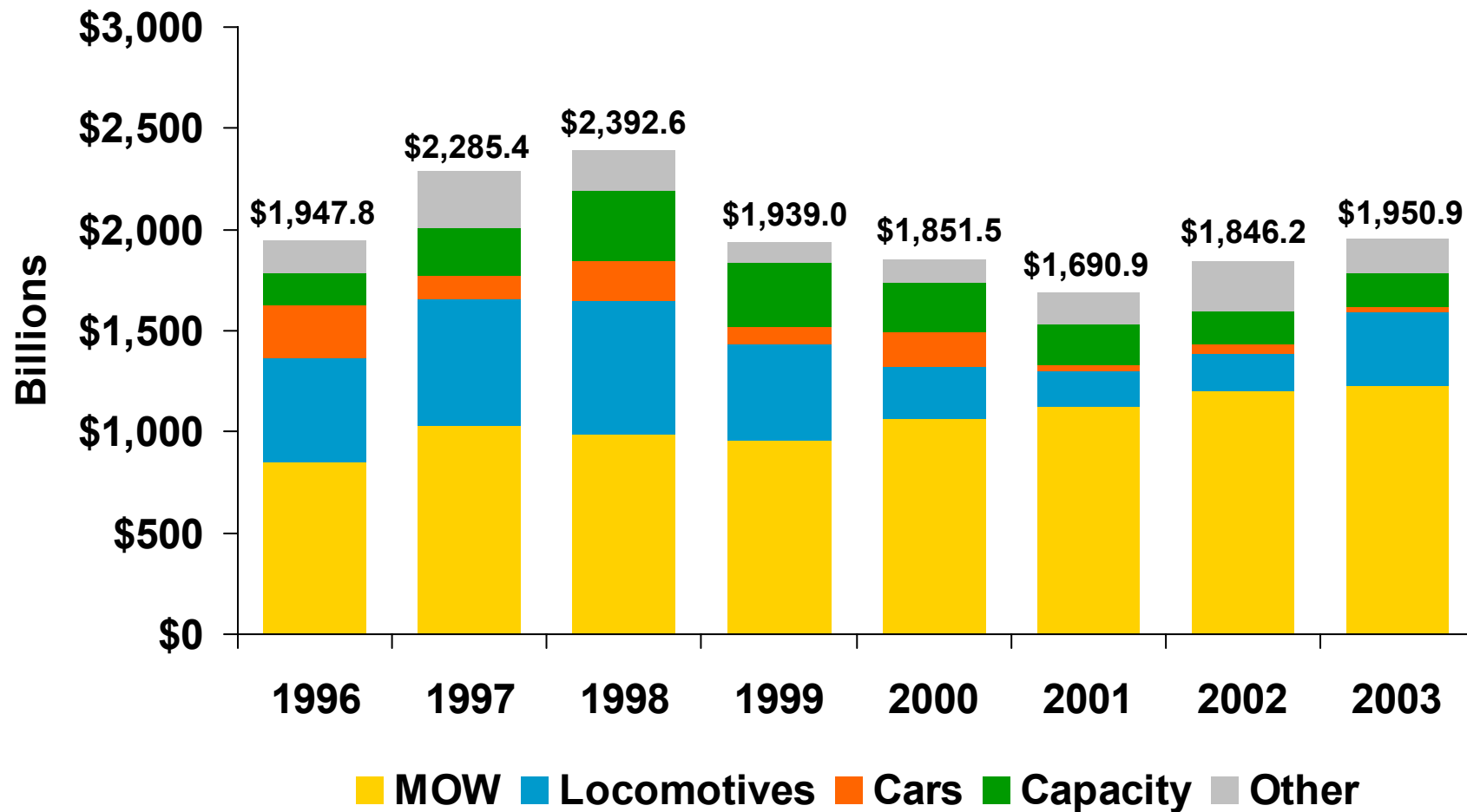


Technology

- **Distributed Power**
- **AC Traction**
- **Remote Diagnostics**
- **Bulk Train Planner**
- **GPS**
- **Wayside Detection**
- **Ultrasonic Testing**
- **Premium Track Components**
- **Automated Crew Calling**
- **Corys Simulators**



Capital Spending



UP Investment in Energy Business

\$ in Millions

	<u>Locomotives^{1,2}</u>	<u>MoW²</u>	<u>Coal Cars³</u>	<u>Capacity</u>	<u>Track Total</u>
1996	\$152	\$360	\$1	\$110	\$624
1997	151	372	20	136	679
1998	166	396	35	182	779
1999	126	385	1	202	714
2000	102	436	12	155	706
2001	78	498	2	97	675
2002	82	528	-	83	693
2003	<u>164</u>	<u>539</u>	<u>-</u>	<u>71</u>	<u>774</u>
Total	\$1,021	\$3,514	\$71	\$1,037	\$5,644

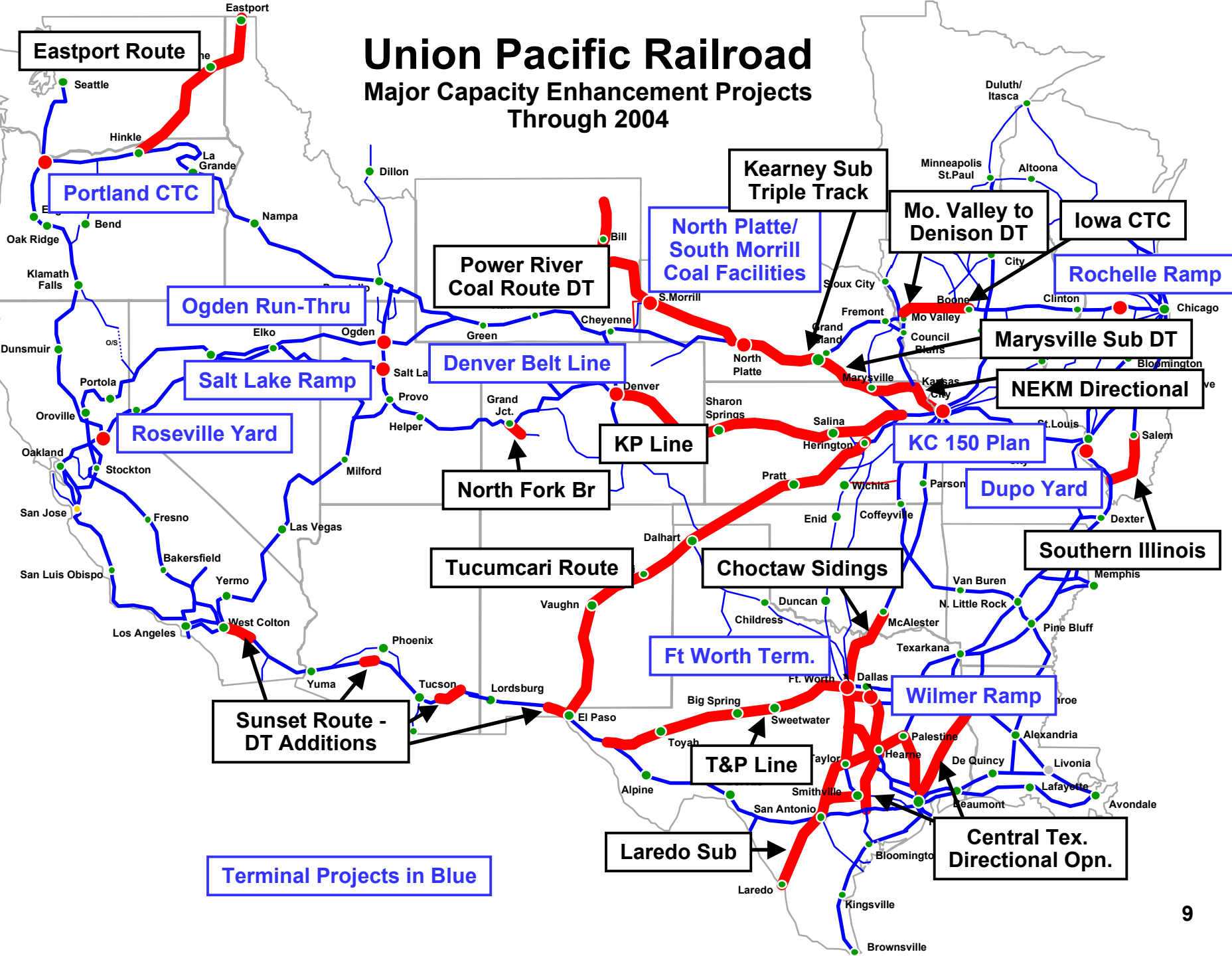
1) Locomotive spending excludes acquisitions through short term leases; and includes locomotive facilities, and other spending.

2) Based on a revenue ton-mile allocation.

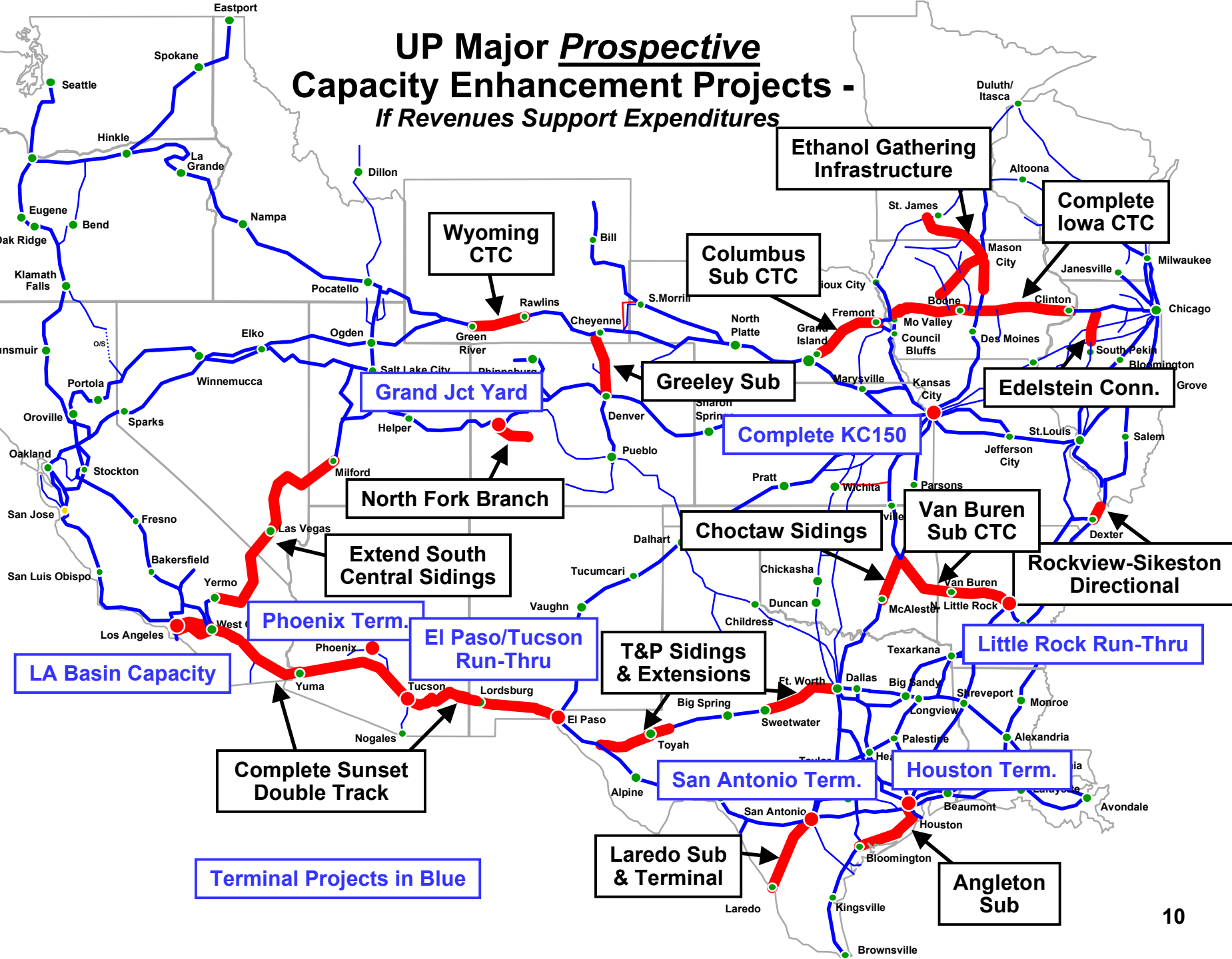
3) Coal car spending excludes lease renewals and replacements, as well as short term leases.

Union Pacific Railroad

Major Capacity Enhancement Projects Through 2004



**UP Major Prospective
Capacity Enhancement Projects -
If Revenues Support Expenditures**



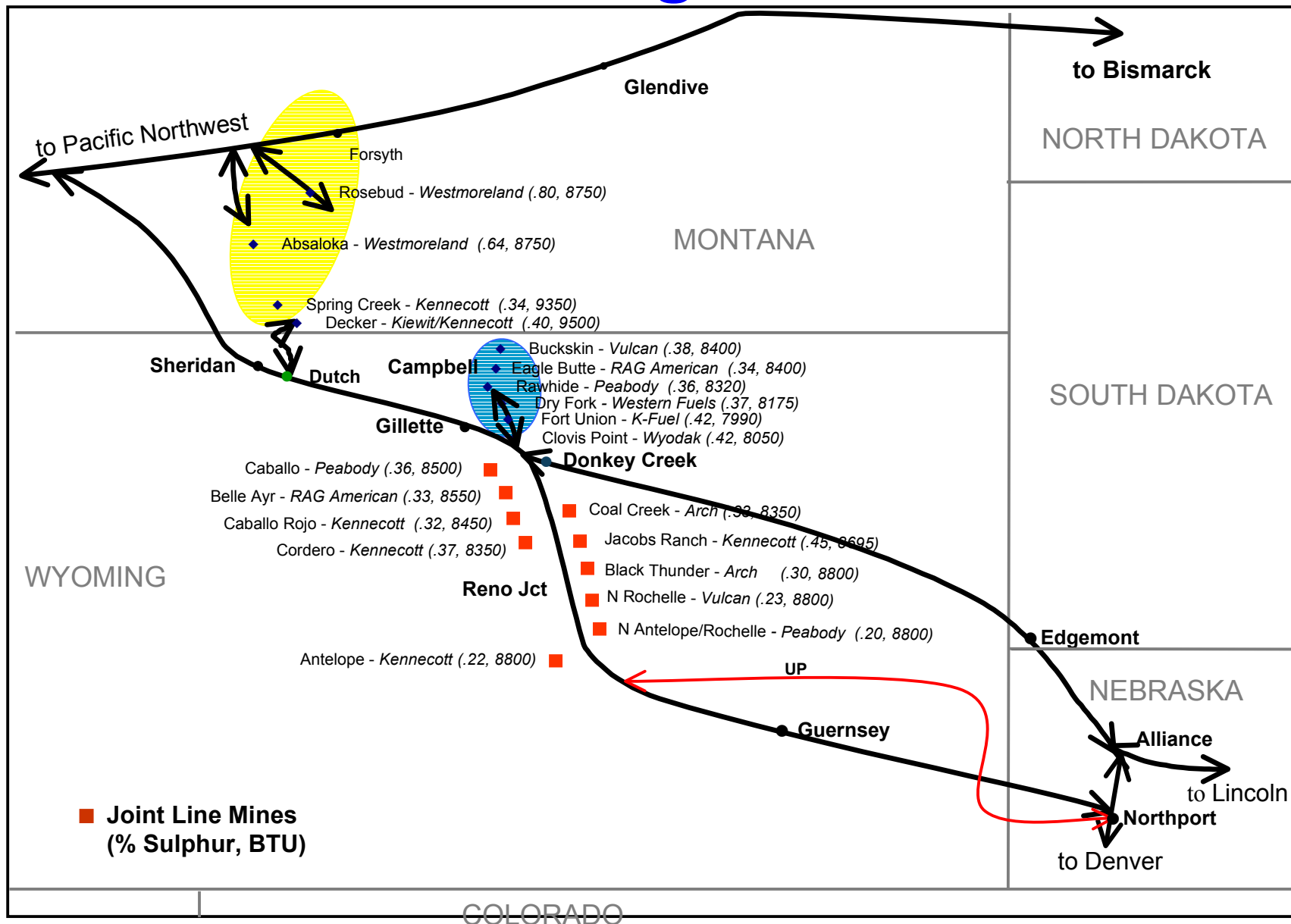
BNSF



PRB Growth and Demand

**Tom Kraemer,
Group Vice President - Coal**

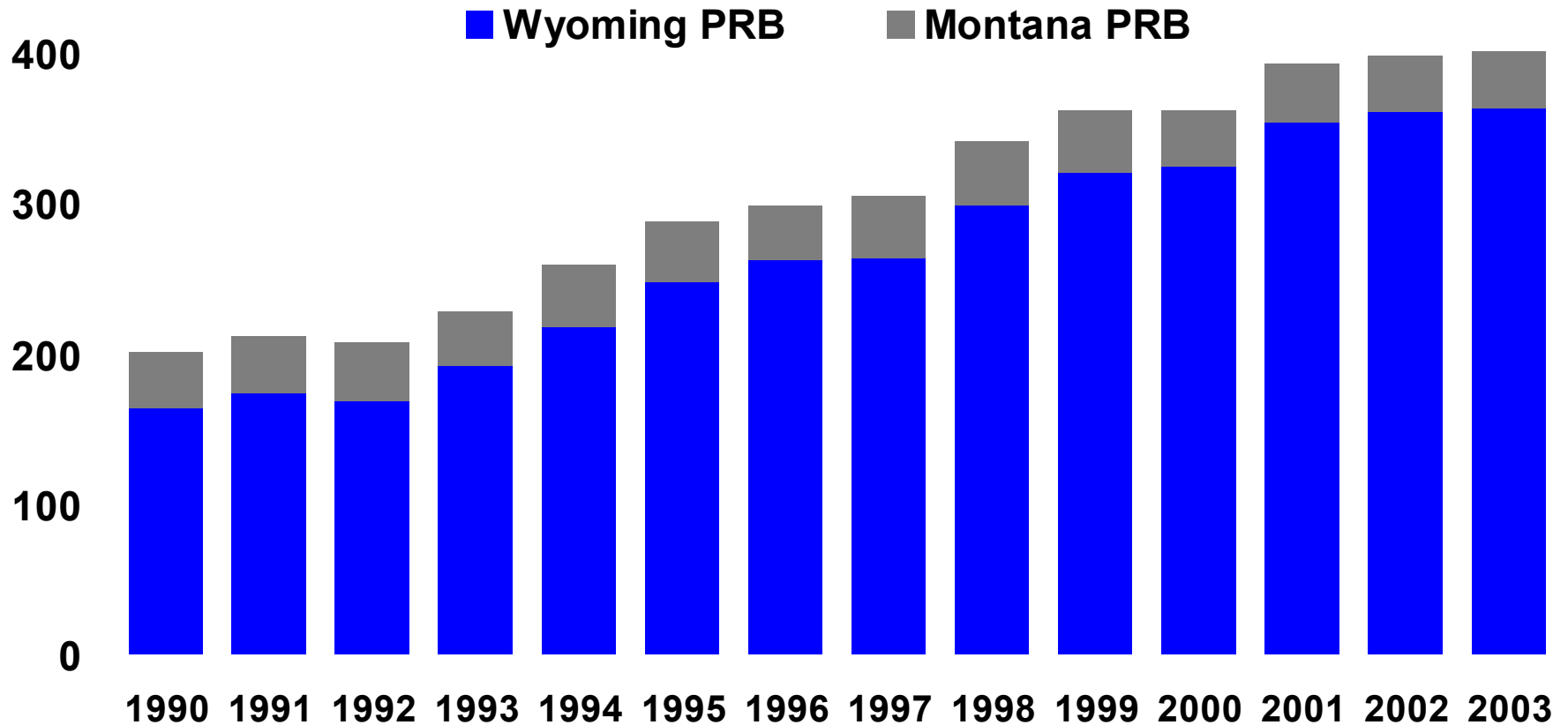
BNSF Lines Serving PRB



Wyoming & Montana PRB Coal Production

PRB production up 200mm tons since 1990.

MM Tons



Historical PRB Growth

- **1990 – 2001**
 - **+192mm tons and 6.3% CAGR**
 - **CAAA 1990 – Phase I and Phase II**
 - **Organic growth to existing plants**
 - **Displacement of Eastern coals and Interior lignite**
- **2001 – 2003**
 - **+8mm tons and 1% CAGR**
 - **Organic growth to existing plants**
 - **Displacement of Eastern coals and Interior lignite**

PRB Production (Rail Haul)

1995 - 2003

MM Tons

	1995	1996	1997	1998	1999	2000	2001	2002	2003
Joint Line	191	207	212	248	279	283	303	304	309
N. Gillette	48	47	44	42	35	36	48	52	51
Total SPRB	239	254	256	290	314	319	351	356	360
Montana	30	30	31	32	30	28	28	28	26
Total PRB	269	284	287	322	344	347	379	384	386

Source: BNSF

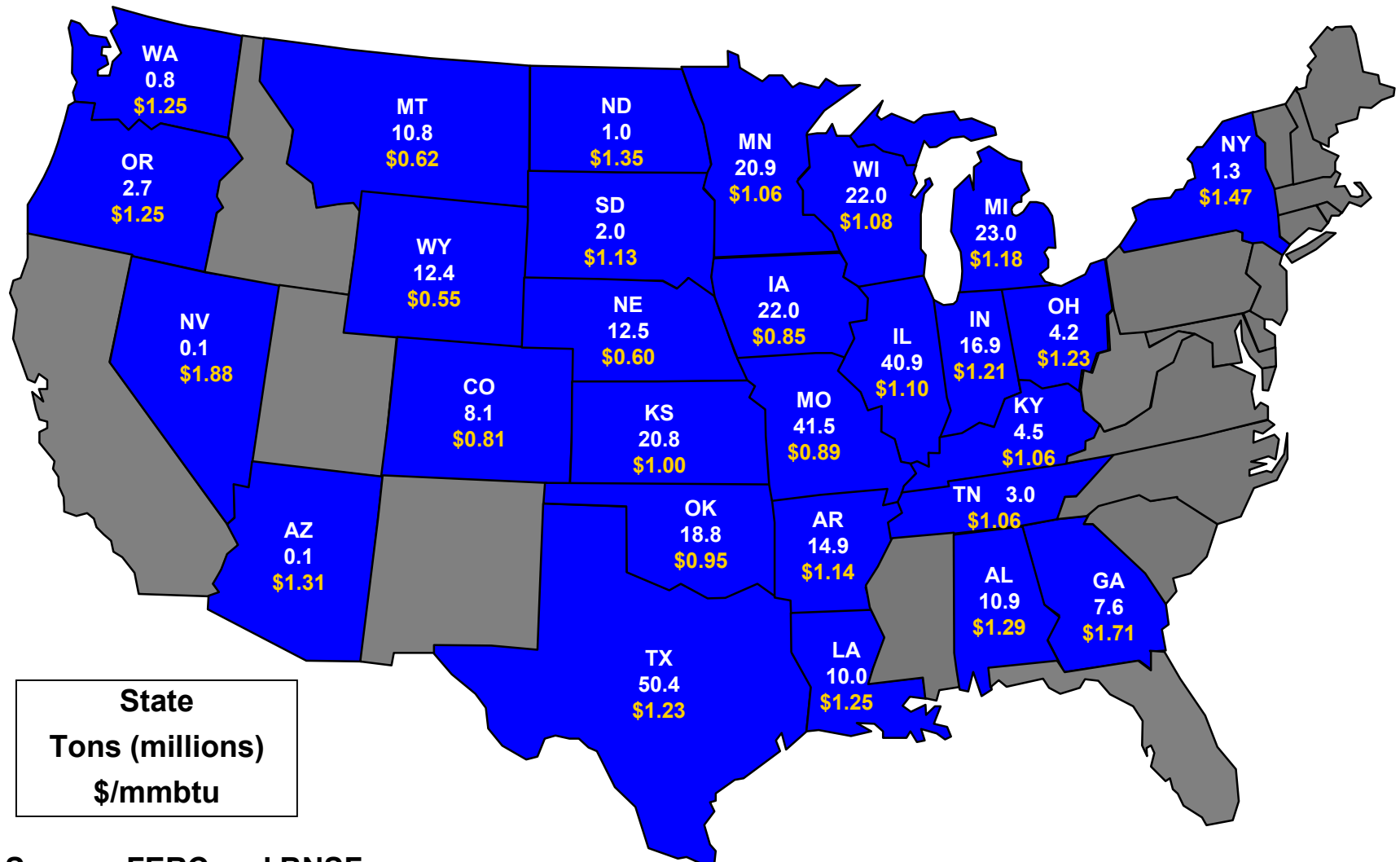
PRB Production (Rail Haul)

January - June 2004

Production Area	YOY Change MM tons	% Change
Joint Line	+7.3	+4.9%
North Gillette	+2.1	+8.4%
Total SPRB	+9.4	+5.4%
Montana	+1.1	+9.0%
Total PRB	+10.5	+5.6%

Source: BNSF

2003 PRB Delivered Coal



Source: FERC and BNSF

2003 Electric Utility Delivered Coal Prices by Supply Region

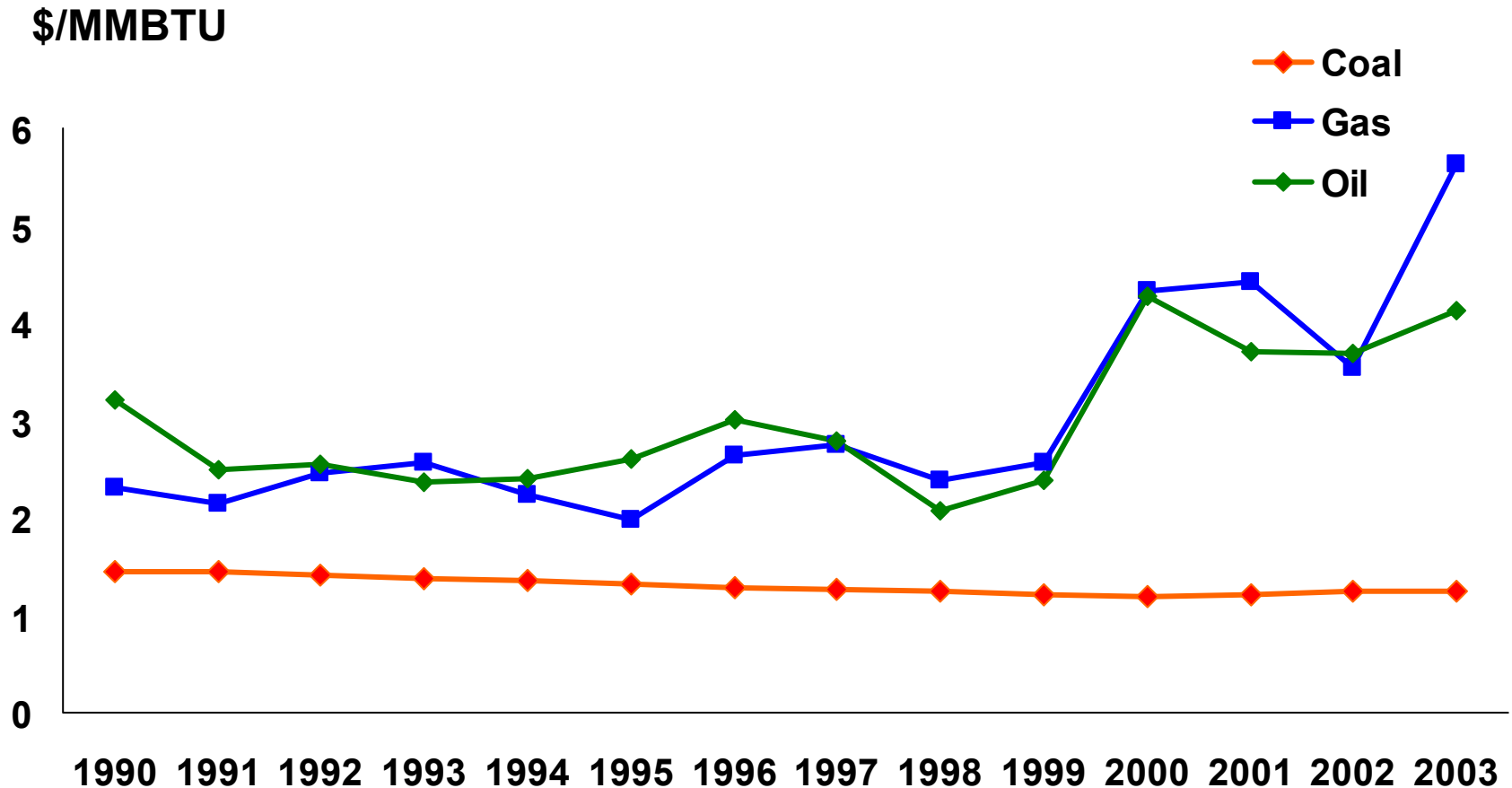
\$/mmbtu

Central App	\$1.59
Northern App	\$1.19
Southern App	\$1.62
Imports	\$1.55
Illinois Basin	\$1.21
Central Rockies	\$1.25
PRB	\$1.03

Source: FERC

U.S. Electric Utility Delivered Cost for Fossil Fuels

Delivered coal costs are low and stable.



2003 Electric Utility Delivered Fuel Prices by Region

Coal is the low cost delivered fossil fuel.

\$/MMBTU

	<u>Coal</u>	<u>Gas</u>	<u>Oil</u>
New England	\$1.76	\$6.38	\$4.95
Mid Atlantic	\$1.80	\$6.40	\$4.17
East North Central	\$1.20	\$5.95	\$3.54
West North Central	\$.90	\$5.42	\$5.20
South Atlantic	\$1.61	\$6.22	\$4.01
East South Central	\$1.32	\$5.77	\$4.37
West South Central	\$1.13	\$5.55	\$5.91
Mountain	\$1.08	\$5.09	\$7.13
Pacific	\$1.25	\$4.59	\$6.52
Total U.S.	\$1.24	\$5.63	\$4.13

Source: EIA

Going Forward to 2025

- **Electricity Demand**
 - 1.8% Annual Growth
- **Coal Production**
 - 1.5% Annual Growth
 - Appalachia to Grow .1% Annually
 - Interior to Grow .8% Annually
 - West to Grow 2.4% Annually

BNSF



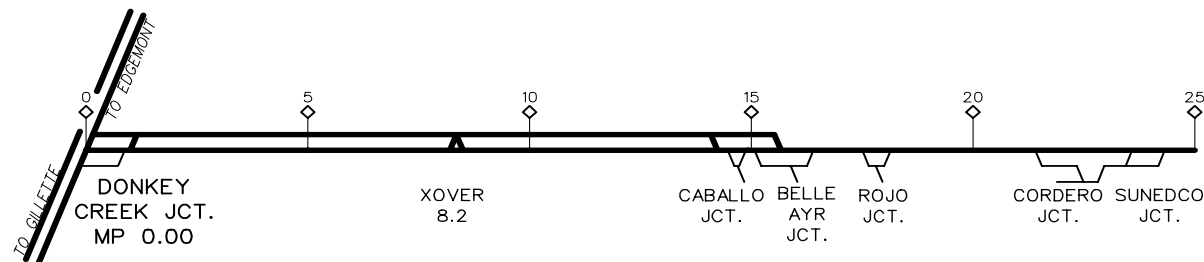
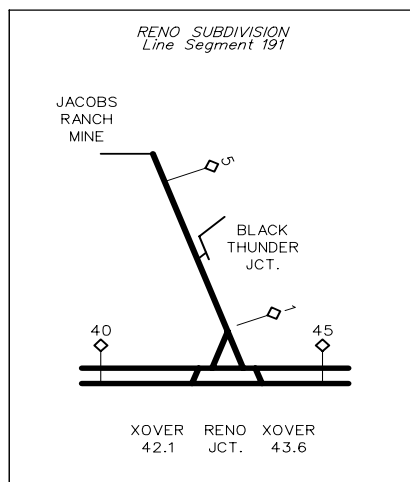
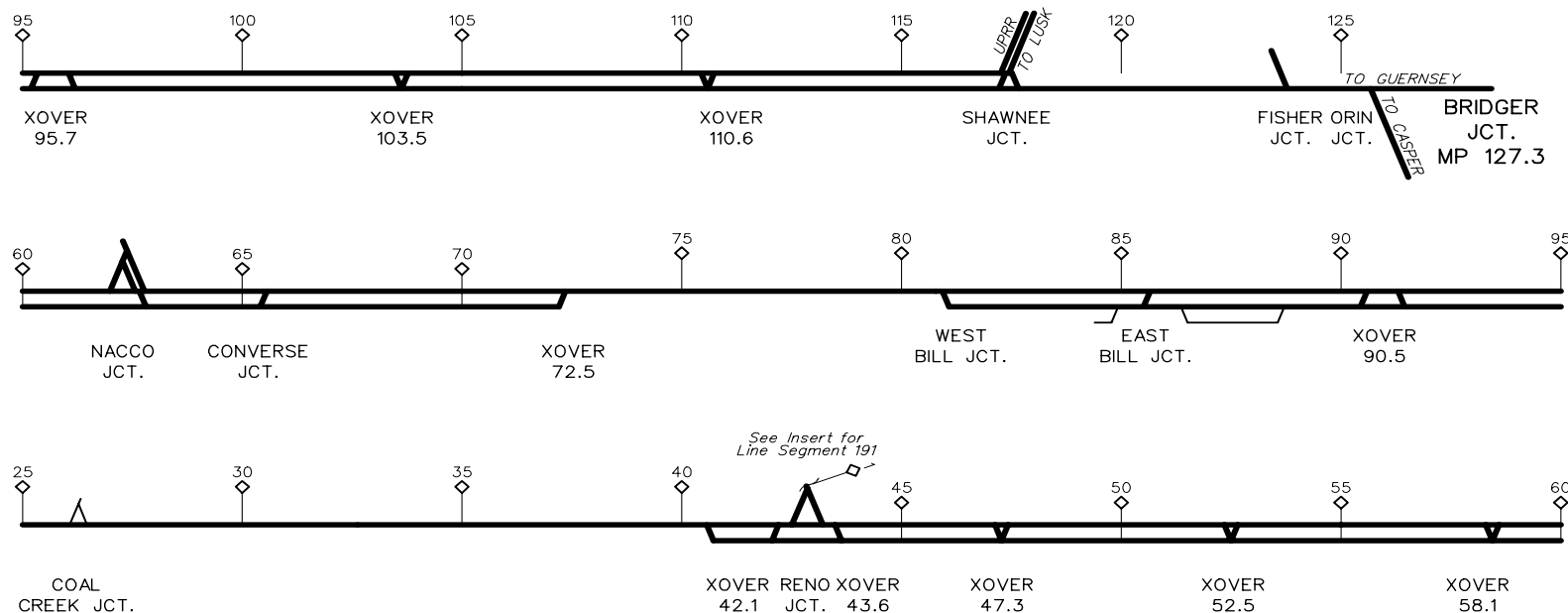
Track Design and Construction

**Robert Boileau,
Assistant Vice President Engineering Services**

Design & Construction

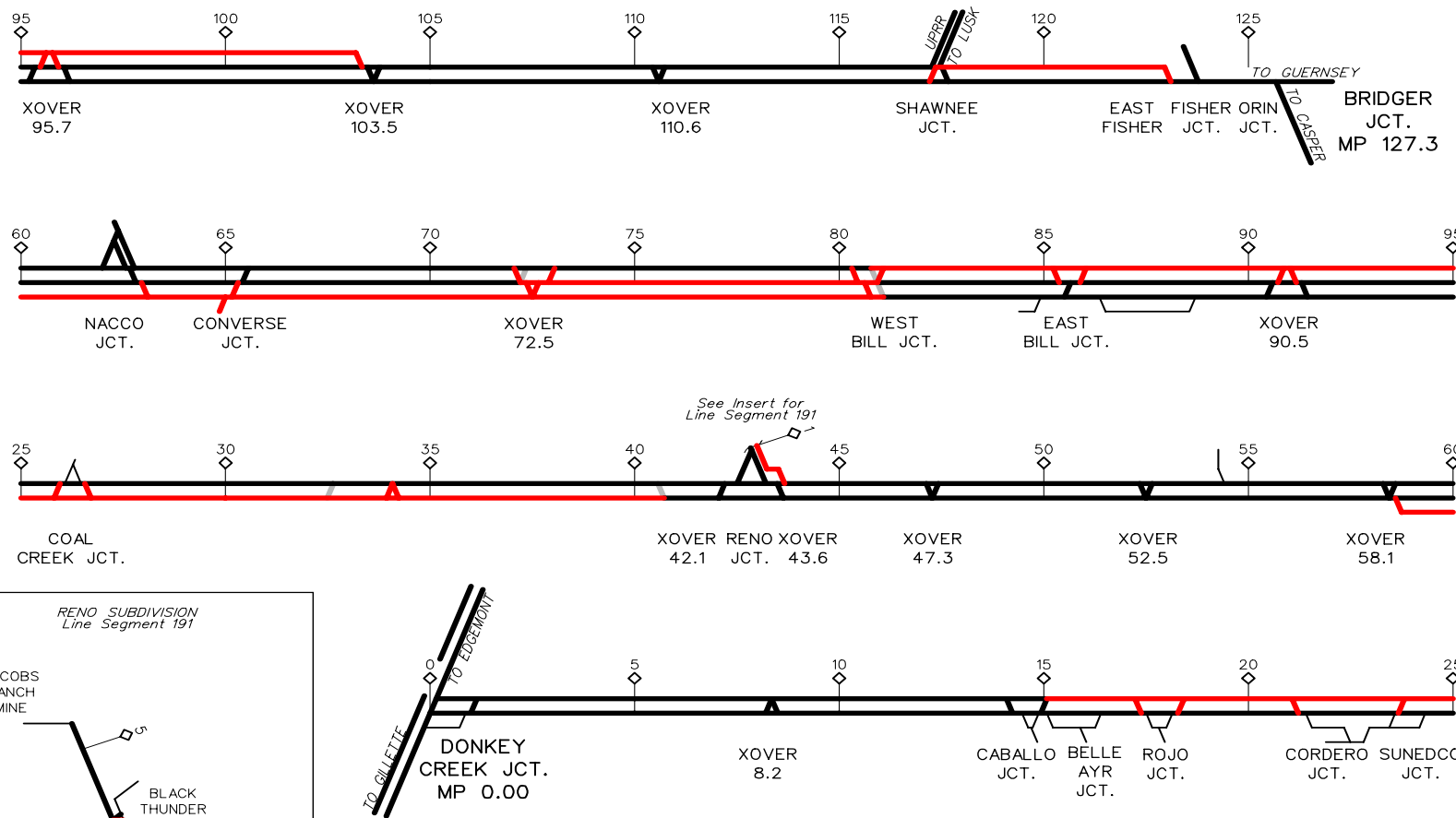
- **Joint Line - Orin Sub - MP15-118**
 - Completed 1979
 - Original Construction 103 route miles \$120
 - 1994-1999
 - Double Track 38.7 track miles
 - Triple Track 46.0 track miles \$160
 - 2000-2005
 - Triple Track 14.1 track miles \$ 36
 - Estimated replacement cost for above facility is \$700 million
 - Future Expansion

Orin Subdivision Existing Trackage in 1994



	THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY	
	EXISTING TRACKAGE IN 1994	
ORIN SUBDIVISION POWDER RIVER DIVISION		
SYSTEM MAINTENANCE & PLANNING DRAWING NO. 13392-A.dgn	SHEET 1 OF 3	DATE: 07/29/2004

Orin Subdivision Track Expansion 1994-1999



Second Main Track Constructed - 38.7 Miles
Third Main Track Constructed - 46.0 Miles
1994 - 1999 Expansion Cost - \$ 160 Million

CONSTRUCTED BETWEEN 1994 TO 1999



**THE BURLINGTON NORTHERN
AND SANTA FE RAILWAY COMPANY**

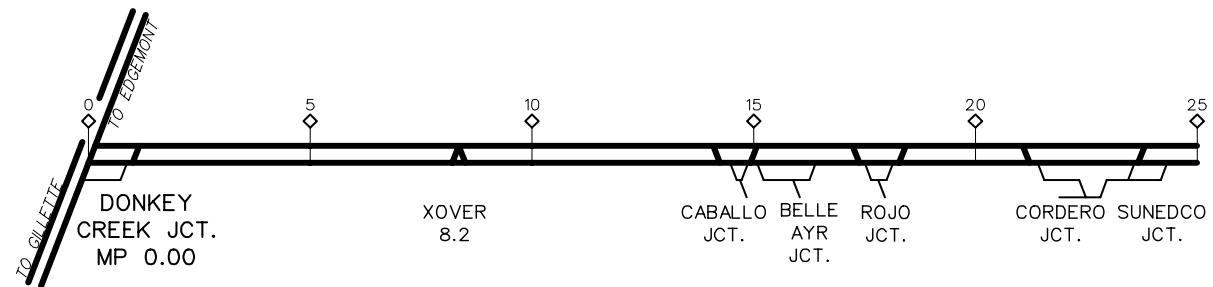
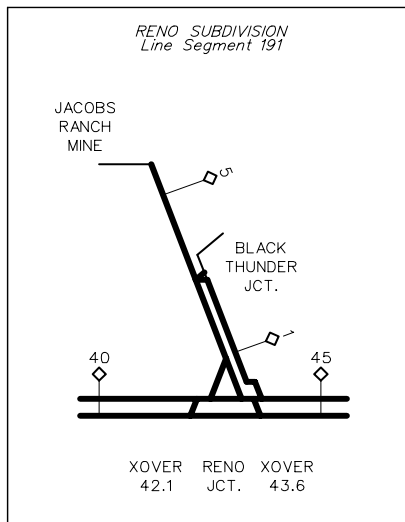
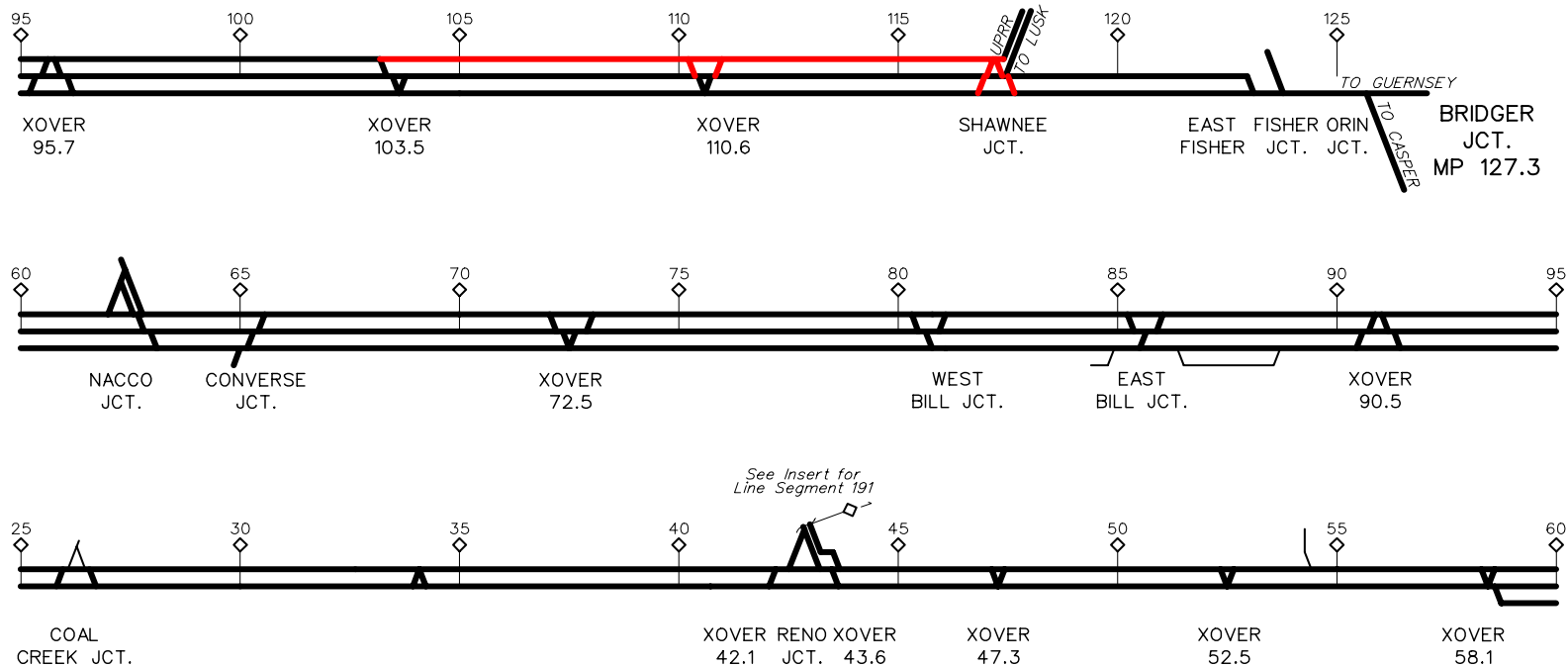
TRACK EXPANSION 1994 TO 1999

**ORIN SUBDIVISION
POWDER RIVER DIVISION**

SYSTEM MAINTENANCE & PLANNING
DRAWING NO. 13392-A.dgn

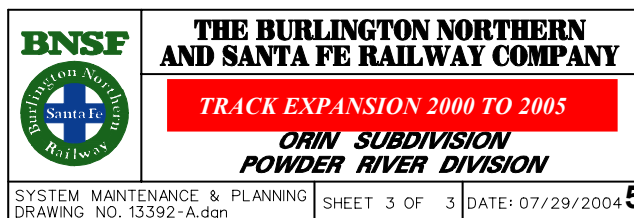
SHEET 2 OF 3 DATE: 07/29/2004

Orin Subdivision Track Expansion 2000-2005



Third Main Track Constructed	- 14.1 Miles
2000 - 2005 Expansion Cost	- \$ 36 Million

CONSTRUCTED BETWEEN 2000 TO 2005



Design & Construction

- **Design – Construction Management**
- **Permitting - Mitigation**
- **Property Acquisition**
- **Grading**
 - **Maintenance Roads/Access**
 - **Subballast**
- **Trackwork**
 - **Concrete ties**
 - **Premium trackwork**
 - **25' track centers**
- **Signals**
 - **Independent Crossover Control**
- **Structures**
 - **Box culvert extensions**

MOW on Joint Line

- **2004 Program**
- **Capital Maintenance**
- **New rail 20.39 lineal miles**
 - Undercut 31 track miles
 - Shoulder ballast cleaning 118 miles
 - High speed surfacing 180 miles
 - Rail grinding 360 pass miles
 - Spot surfacing (2 gangs) 352 days
 - Other work activities
- **Night Gangs - Switch Preventative Maintenance**

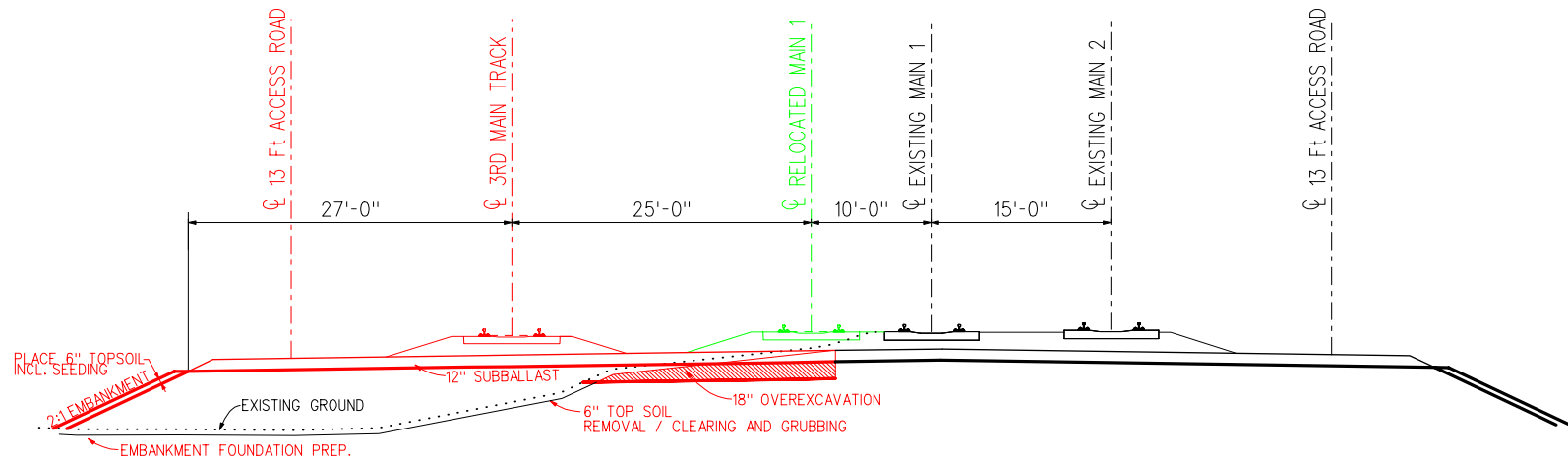
Construction - Joint Line

- **Shawnee-Walker Triple Track Project**
14.1 miles of 3rd main track

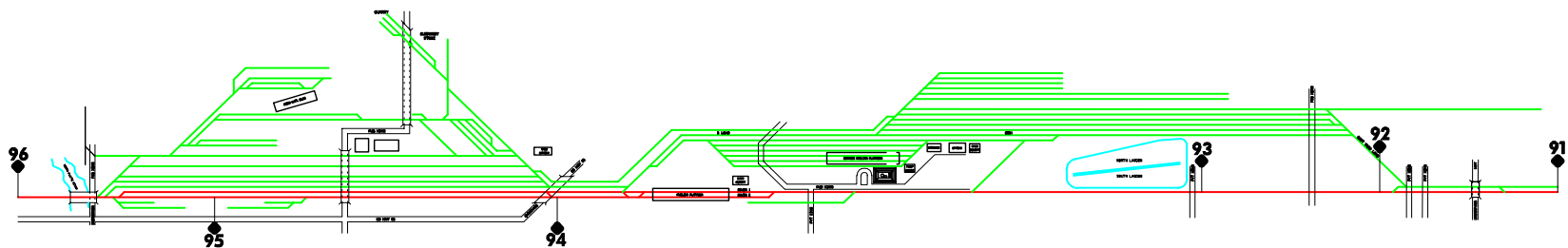
Total cost: \$36 million

- **Engineering, CM, Property Acquisition** \$ 3 million
- **Grading - 1.3 million cubic yards embankment and excavation including access roads, clearing and grubbing, seeding, etc.** \$ 6 million
- **Structures - Box culvert extensions 5 each** \$ 1 million
- **Track - construct 14.1 miles with 3 crossover plants; includes 7 #20 crossovers** \$ 15 million
- **Signal - CTC 3rd main, control points at MP 103, 110 and Shawnee Jct.** \$ 11 million

Shawnee to Walker Typical Cross Section



	THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY		
	SHAWNEE TO WALKER THIRD MAIN SECTION DETAIL ORIN SUBDIVISION POWDER RIVER DIVISION		
SYSTEM MAINTENANCE & PLANNING DRAWING NO. 13392-SECT.dgn	SHEET 1 OF 1	DATE: 07/29/2004	9



	THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY	
	GUERNSEY, WY YARD	
	CANYON SUBDIVISION POWDER RIVER DIVISION	
SYSTEM MAINTENANCE & PLANNING DRAWING NO. 13392-Y1.dgn	SHEET 1 OF 1	DATE: 07/29/2004



**THE BURLINGTON NORTHERN
AND SANTA FE RAILWAY COMPANY**

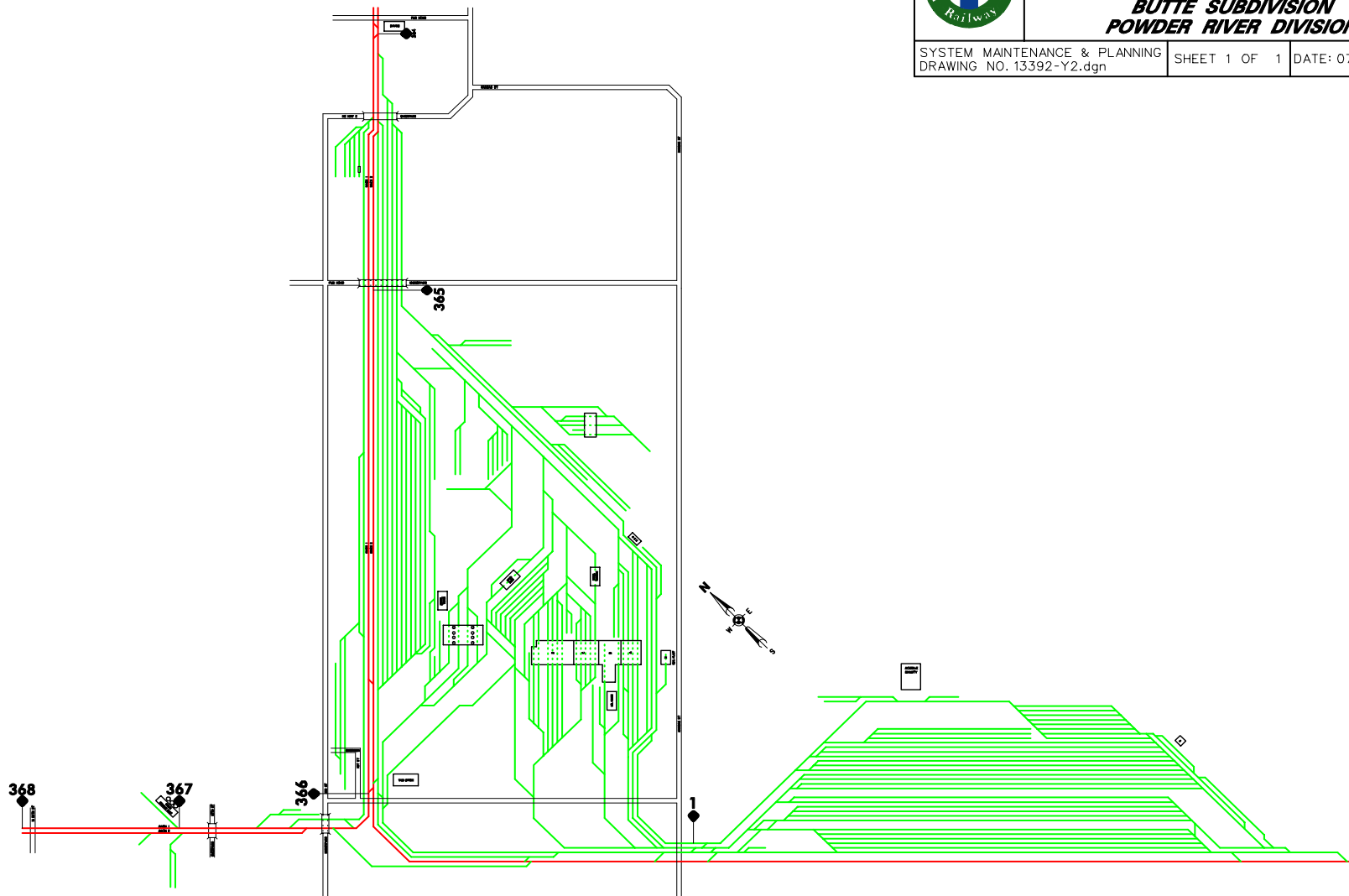
ALLIANCE, NE YARD

***BUTTE SUBDIVISION
POWDER RIVER DIVISION***

SYSTEM MAINTENANCE & PLANNING
DRAWING NO. 13392-Y2.dgn

SHEET 1 OF 1

DATE: 07/29/2004



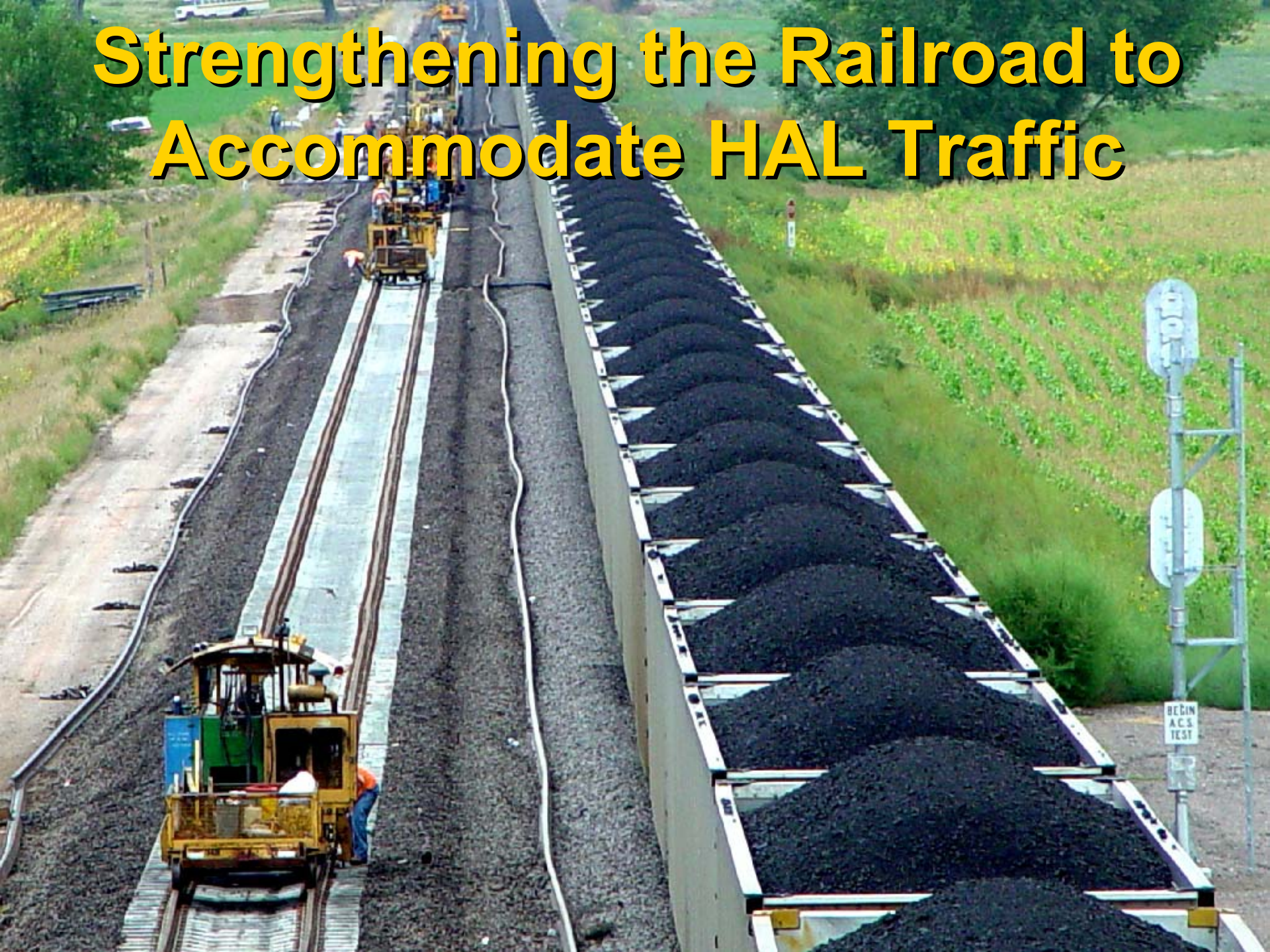


Track:

- MOW Beyond Joint Line**
- Effects of Heavy Axle Loads**

**Bill Wimmer,
Vice President Engineering**

Strengthening the Railroad to Accommodate HAL Traffic



UPRR HAL Standard Track Section

- **141# Rail Section**
- **Concrete Ties**
- **12" Ballast under Concrete Ties**
- **18" Shoulder Ballast**
- **Concrete Bridges**
- **Concrete Crossings**
- **Concrete Turnouts**
- **Moveable Point Frogs**

HAL Increases Maintenance

- **More Frequent Track Inspection**
- **Increase Rail Detector Operation**
 - **60 Days Non-HAL vs 14 Days HAL Loads / 30 Days Empty**
 - **Increase Joint Elimination**
 - **In-Track Flash Butt Welding**
 - **Thermite Welding**
- **Preventative Rail Grinding**
- **Shorter Surface and Lining Cycles**

Implementation of HAL Traffic

- **Advantages**
 - Fewer Train Starts
 - Saves Crews and Locomotives
 - Defers Additions to Line Capacity
- **Disadvantages**
 - Increased Track and Structure Degradation
 - Track and Structural Components Not Designed to Handle Long Term HAL Without Improvements

Challenges of Implementing HAL Traffic

- **Required Component Design Improvements**
 - **Roadbed**
 - **Rail**
 - **Ties**
 - **Rail Joints**
 - **Fastening Systems**
 - **Turnouts**
 - **Bridge Components**
- **Derailment Prevention**

Roadbed Construction of Roadbed

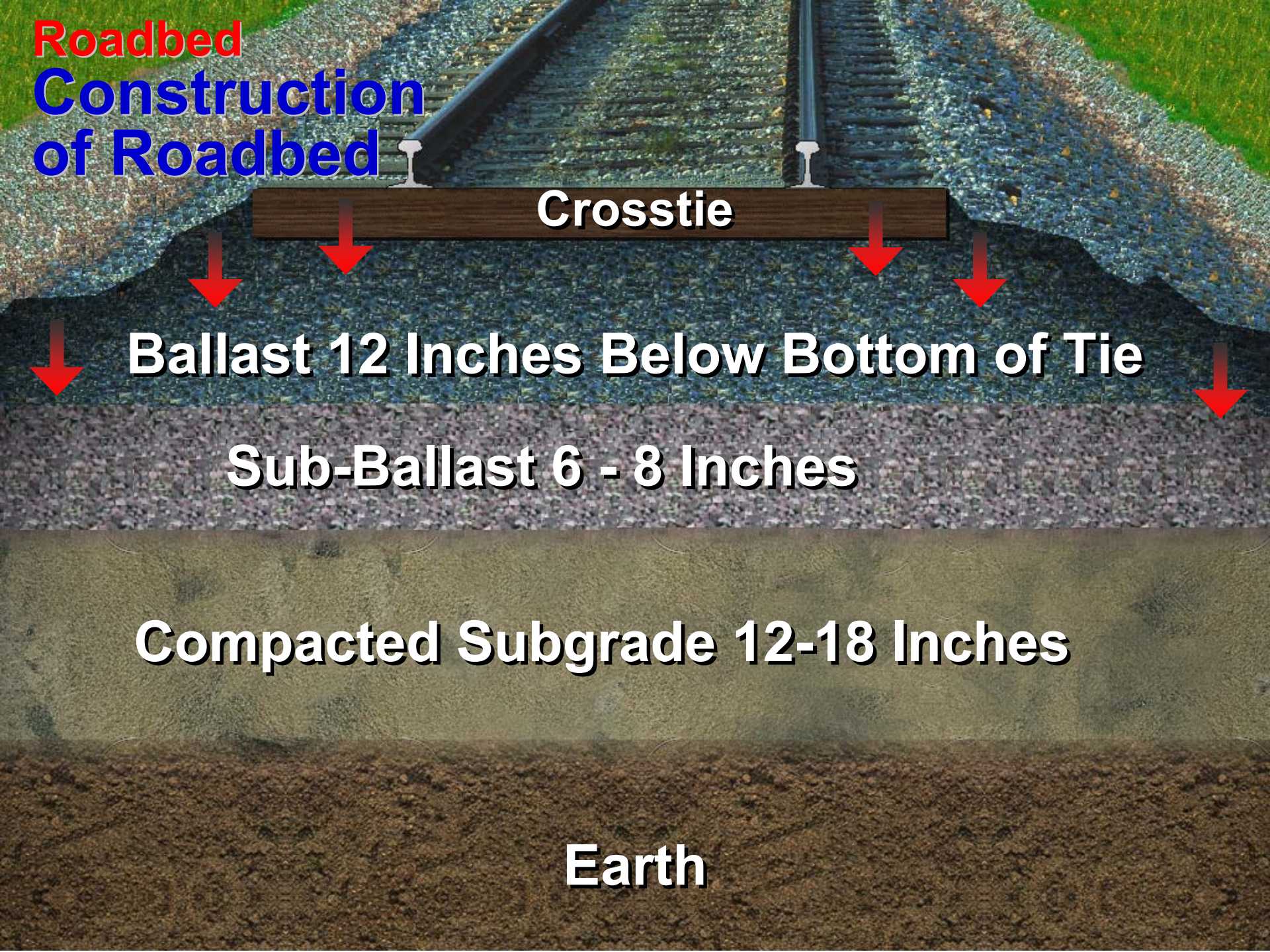
Crosstie

Ballast 12 Inches Below Bottom of Tie

Sub-Ballast 6 - 8 Inches

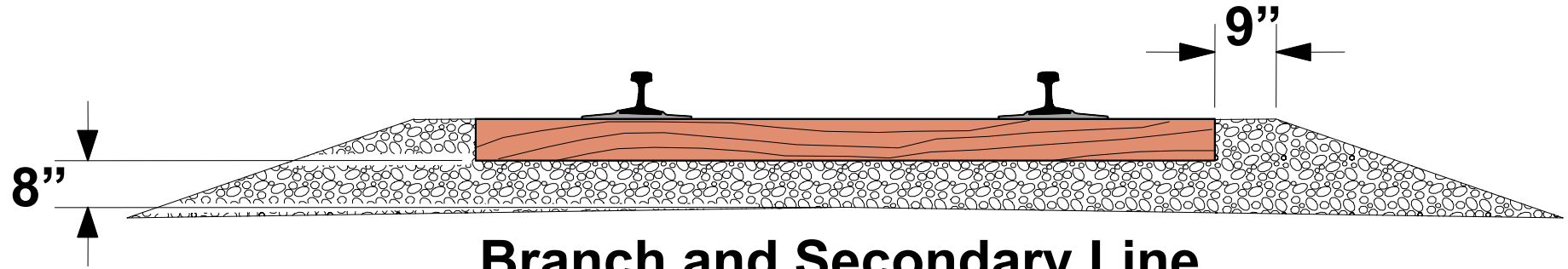
Compacted Subgrade 12-18 Inches

Earth



Roadbed

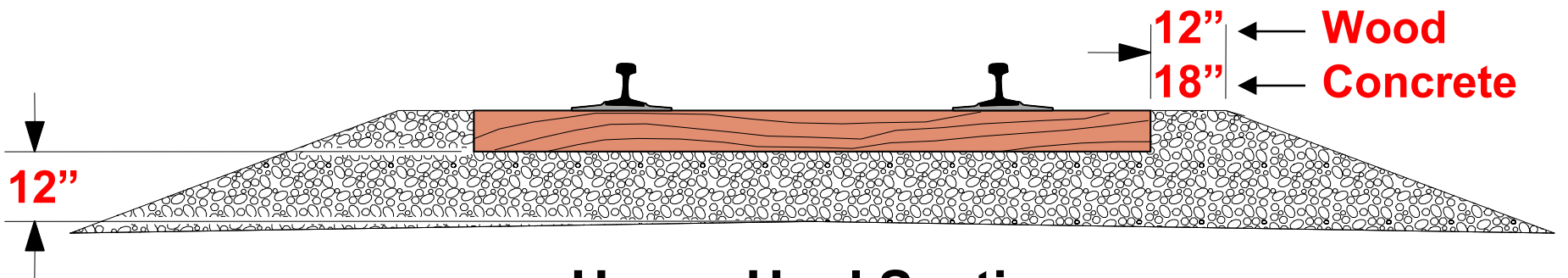
Upgrading the Roadbed Section



**Branch and Secondary Line
Standard Section**

Ballast Section Increased

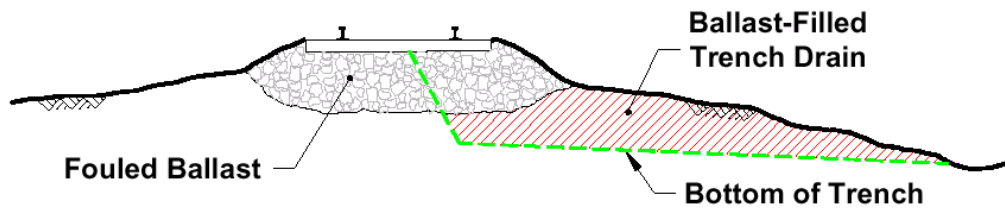
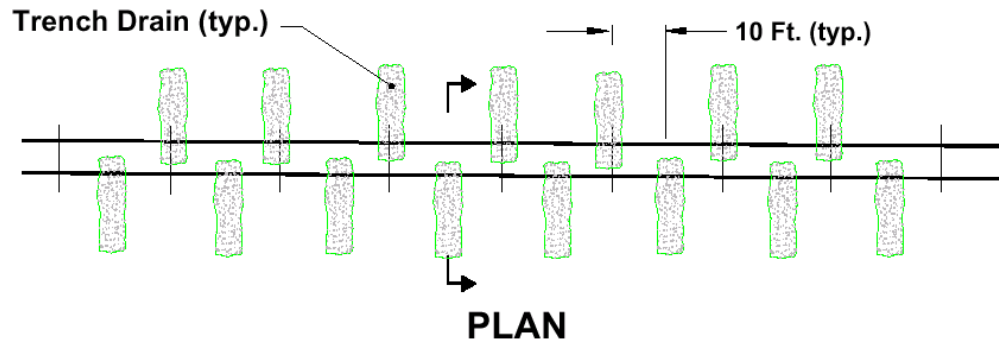
- Depth From 8 to 12 Inches Below Tie
- Width at Shoulder of Tie From 9 to 12 Inches



Heavy Haul Section

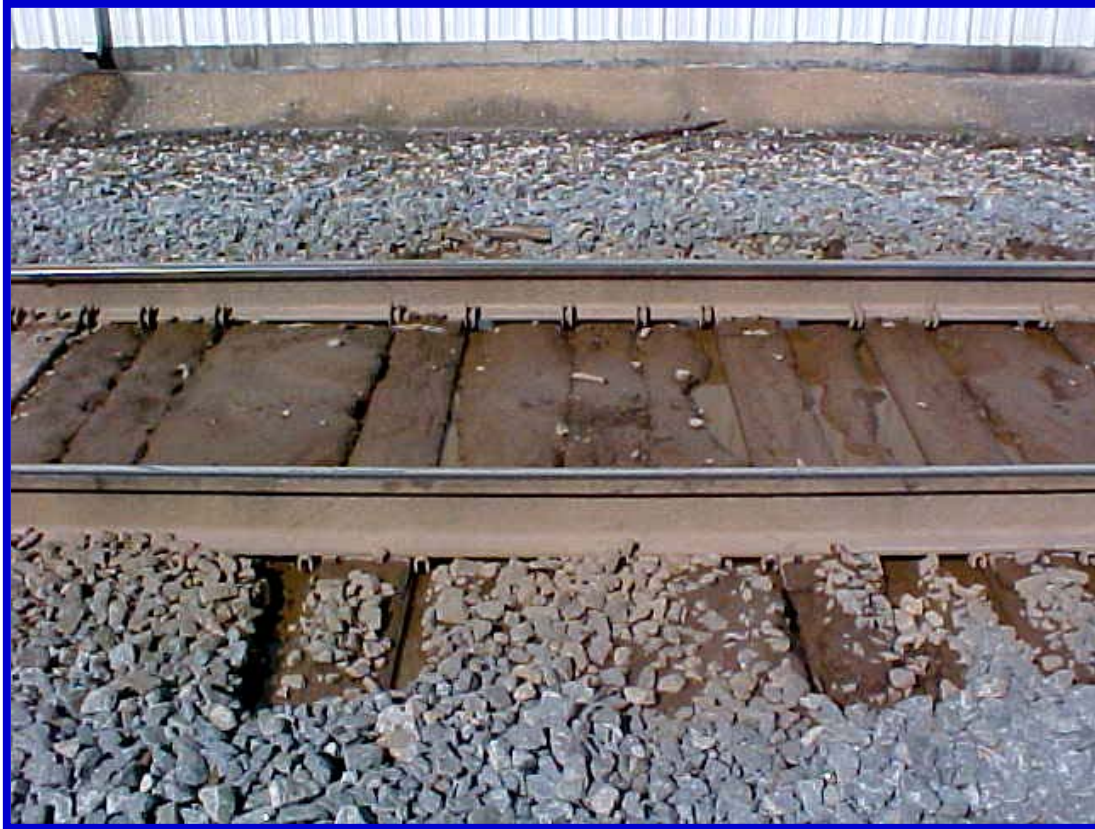
Roadbed

HAL Subgrade Failures



Roadbed

Accelerated Ballast Contamination

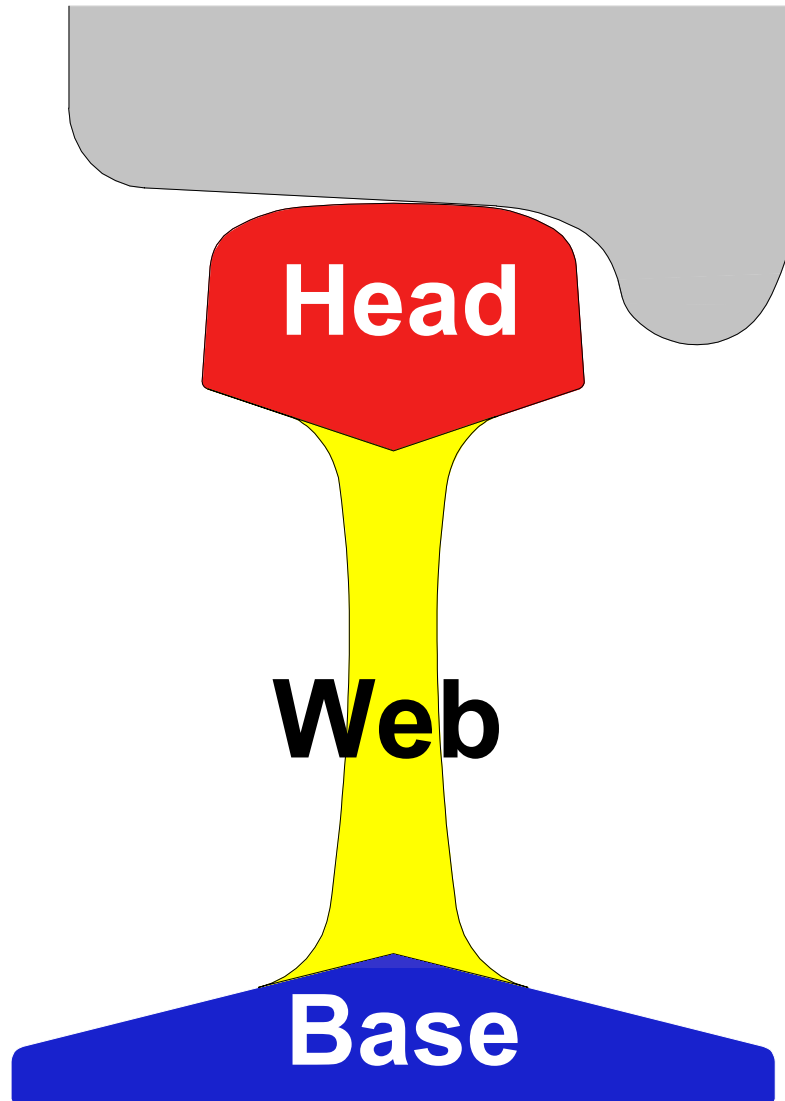


Rail

Sources of Rail Strength

Shape

- Head
- Web
- Base



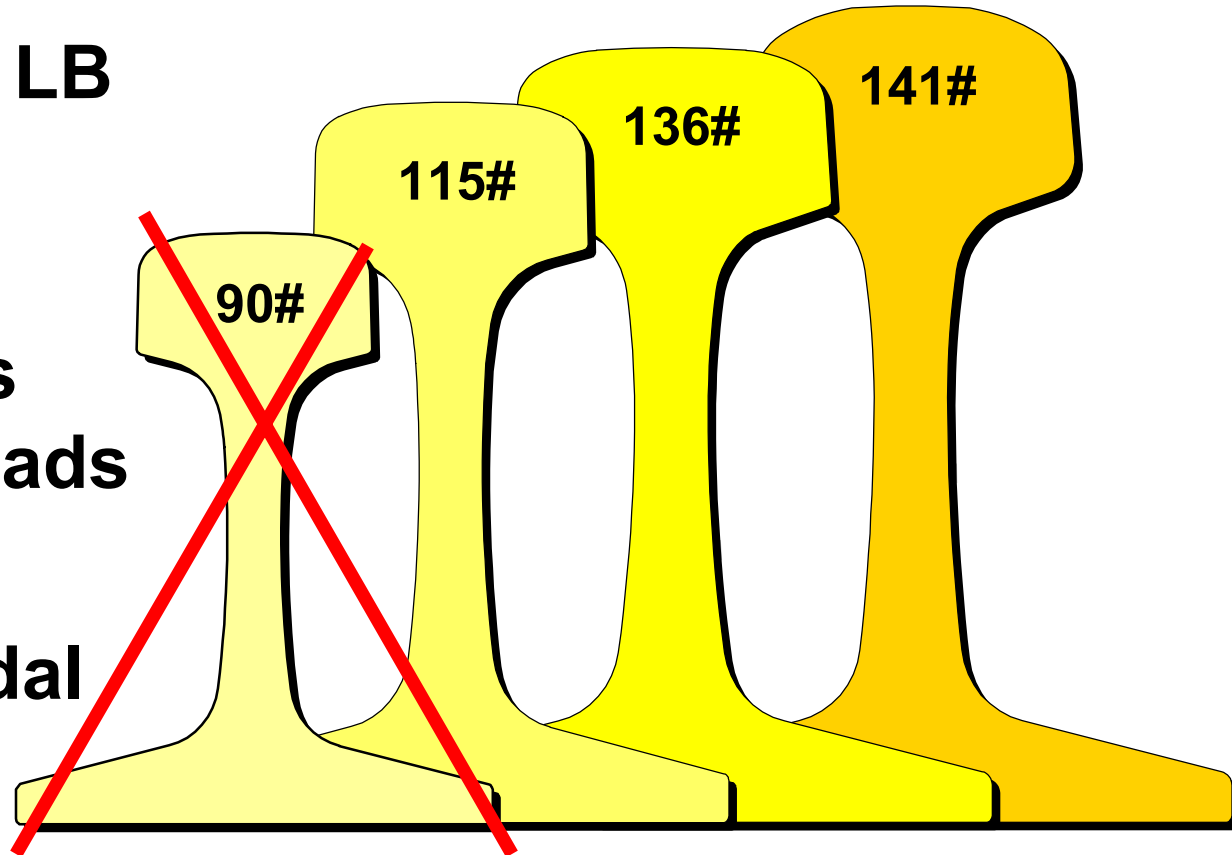
Composition

- Refining
- Accelerated Cooling
- Chemical Additives

Rail

Rail Replacement Strategy

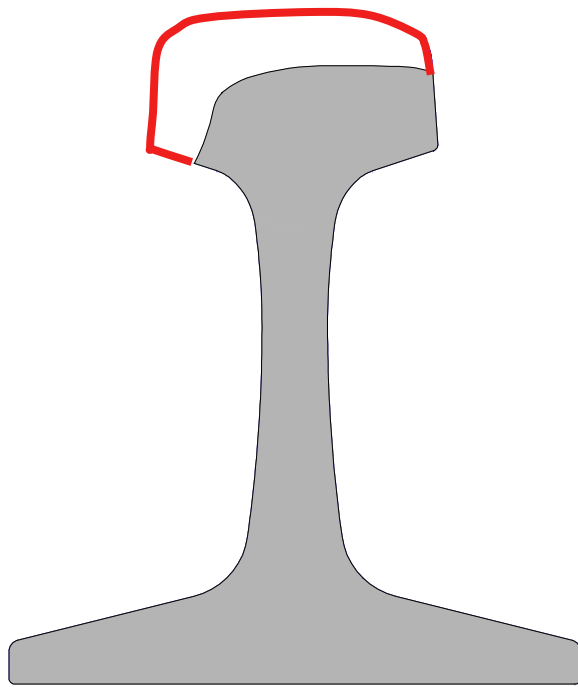
- **Discontinue Installation of 90 LB Rail**
- **115 LB Rail on Secondary Mains and Industrial Leads**
- **136 LB Rail on Primary Intermodal Routes**
- **141 LB Rail for Heavy Axle Load Routes**



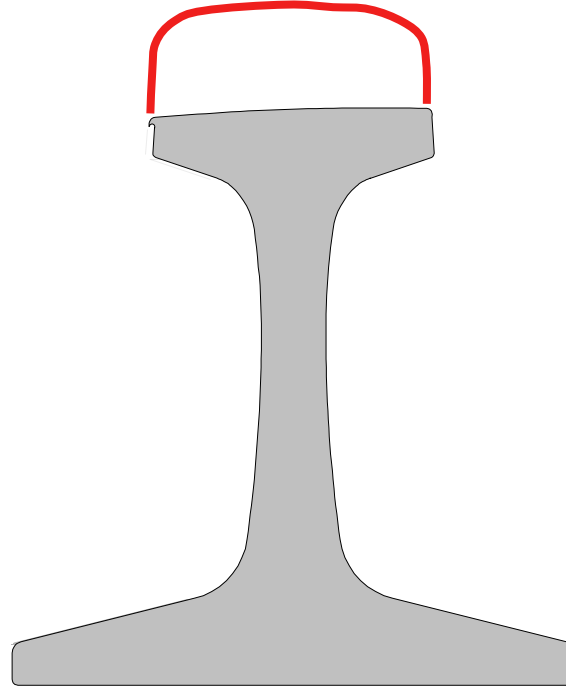
Rail

Wear and Fatigue Chart

Wear



Side Wear



Top Wear

Fatigue



Internal Defect

Rail

Spalling on New Premium Rails

- **Spalling**
 - Low Rail on Curves
- **Rail**
 - Premium Quality Steel
 - Superior Wear Characteristics



Ties

Larger Tie Size and Closer Spacing

**Heavy Haul Section
19 1/2" Spacing**



**Wood Tie
7" x 9" x 8'6"**

**Heavy Haul Section
24" Spacing**



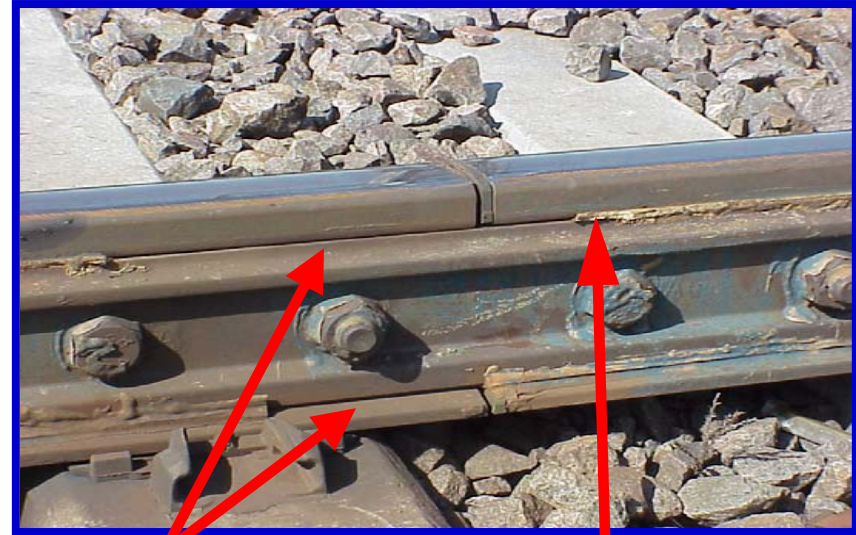
**Prestressed Concrete Tie
9" x 11" x 8'6"**

Rail Joints

Glued Insulated Joint Failures

- **Weakest Link in the HAL CWR Railroad**
- **Progressive Compression & Shear Failure Until Slip Occurs**
- **Working With Both Major Domestic Suppliers and AAR on Solutions**

Industry Standard 6 Hole Insulated Joint



**Broken
Insulation**

Glue Failure

Fastening Systems

Concrete Tie Pad Failure



Turnouts

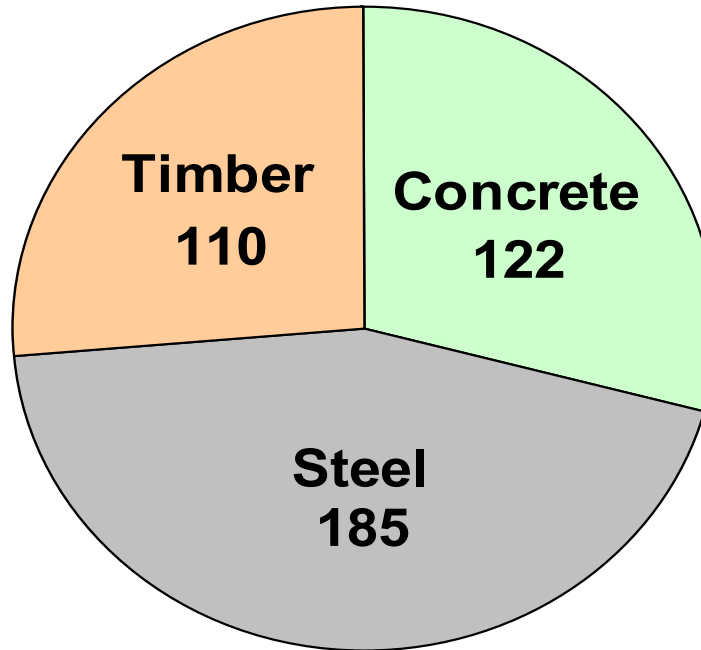
Broken Coach Screws in HAL Turnouts



UPRR Structures Inventory

Miles of Bridges by Type

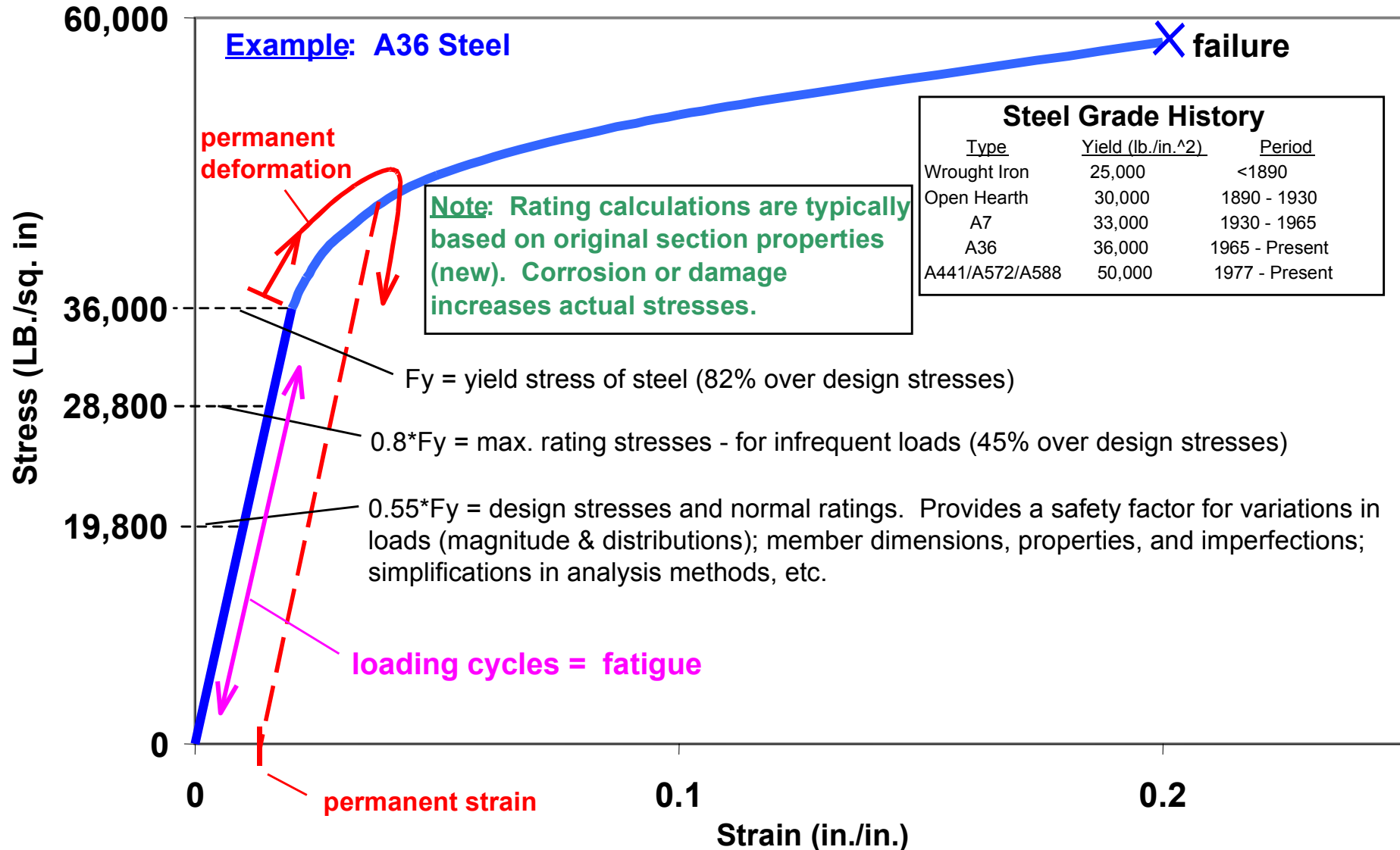
Total Miles = 417



Structure Type	Count	Length (Miles)
Bridges	20,153	417
Culverts 4' Dia. & Above	17,687	224
under 4' Dia.	35,278	360
Tunnels & Snow Sheds	310	63

Bridge Components

Overstress & Fatigue Considerations



Bridge Components

HAL Timber

Stringer

Damage

Open Deck



Ballast Deck

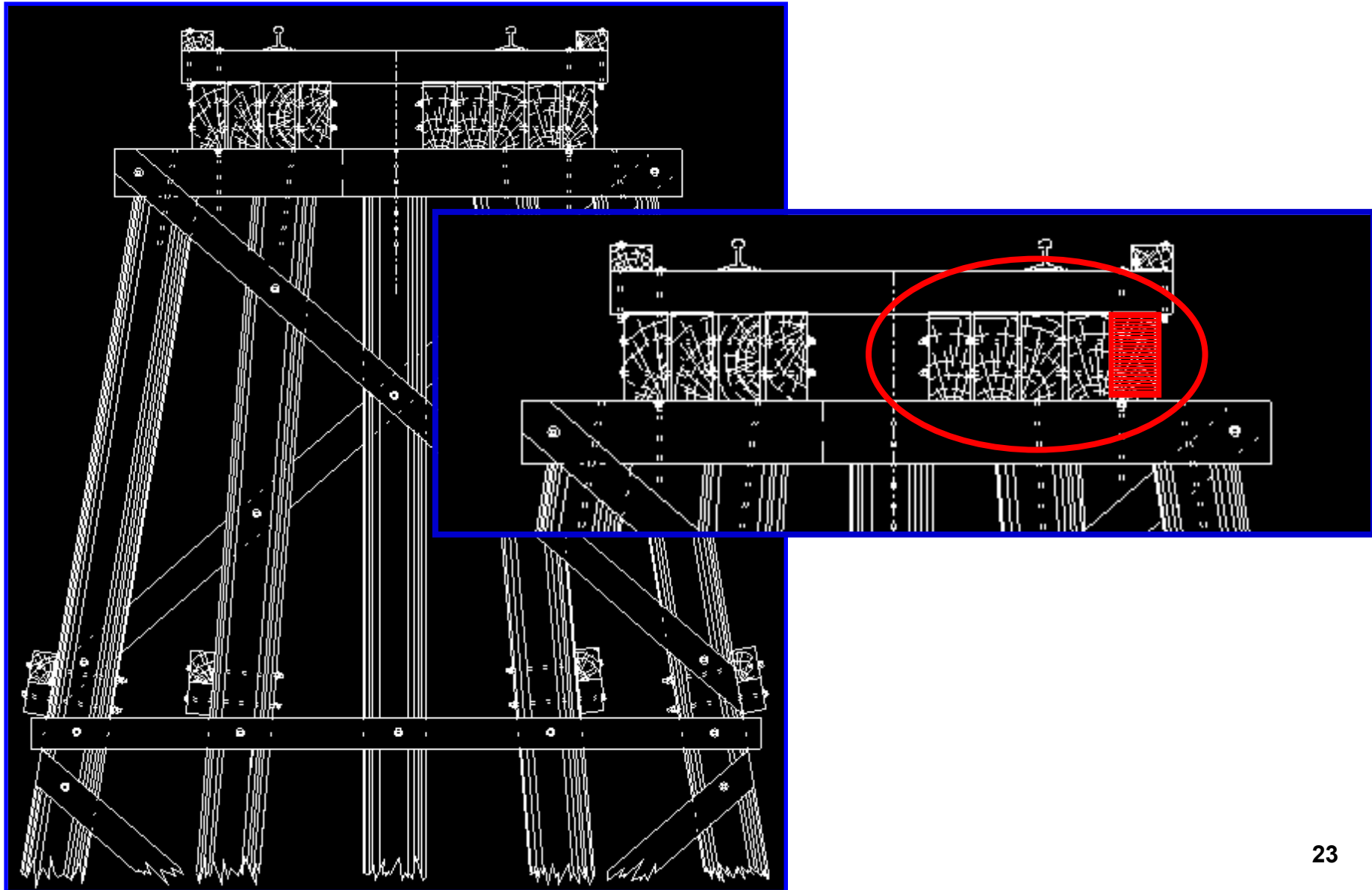
Bridge Components

HAL Structure Strategy

- **Span Replacement**
 - Existing Span Does Not Rate for Intended Loads
 - Consideration of 2nd Hand Spans for Economic Reasons
- **Bridge Rehabilitation**
 - Components Do Not Rate for Intended Load and Member Rehabilitation is Economical
- **Bridge Rebuild**
 - Structure Does Not Rate for Intended Load and Replacement is Economical

Bridge Components

HAL Timber Stringer Addition



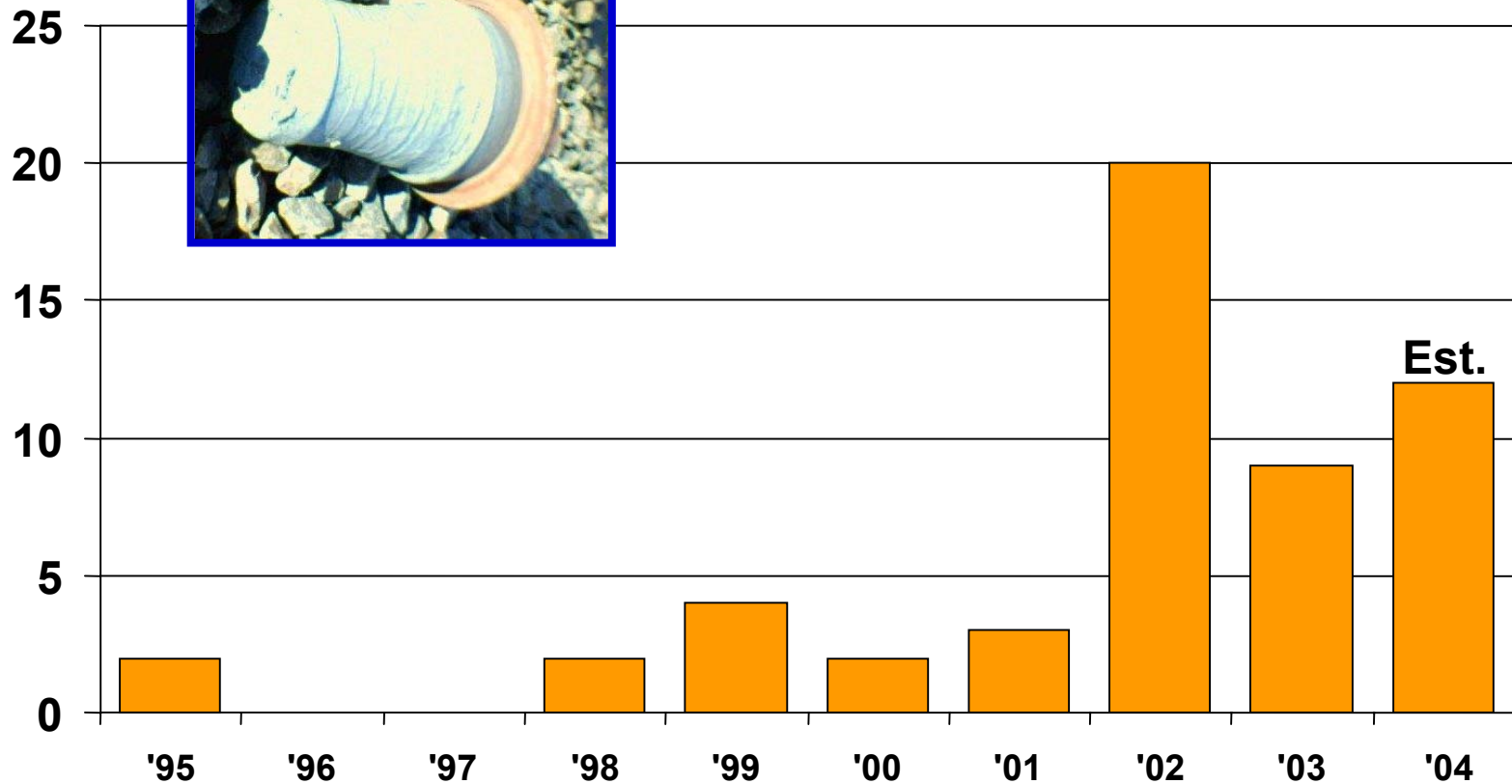
Bridge Components

Concrete Ties on Concrete Bridge HAL Line



Derailment Prevention

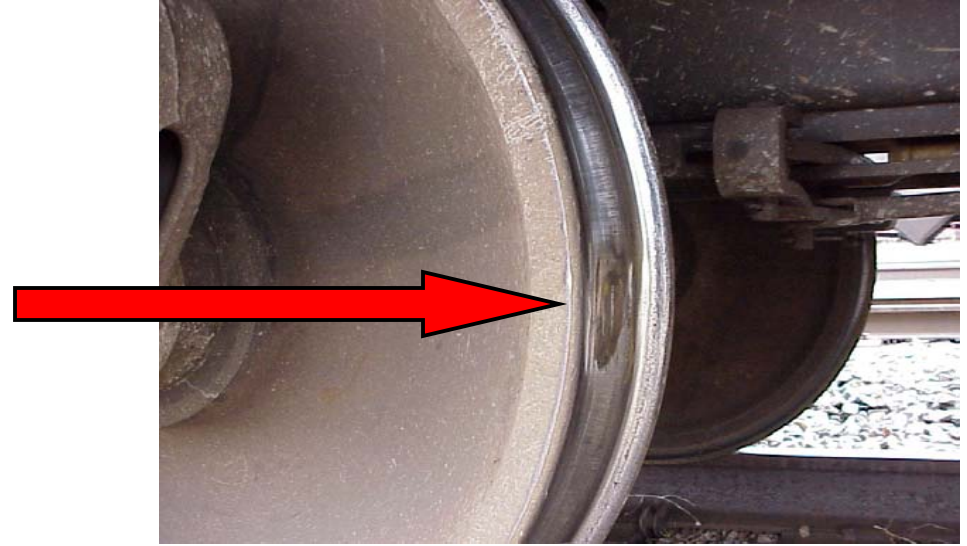
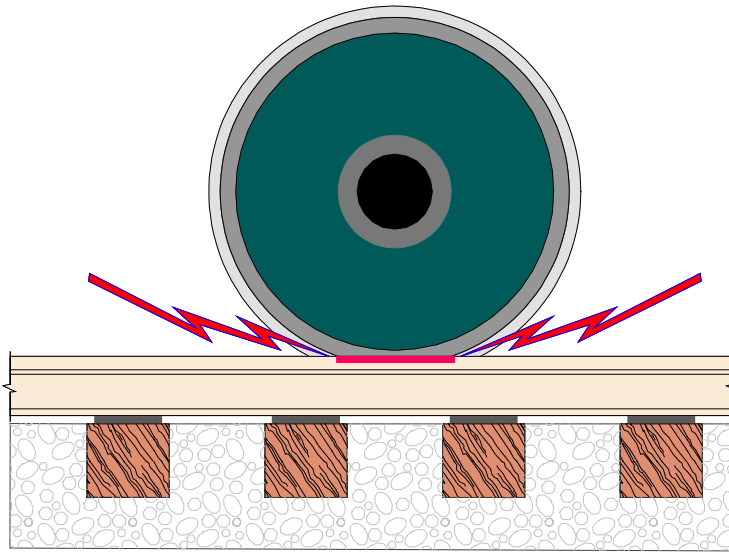
Axle Failures



Derailment Prevention

Removal of High Impact Wheels

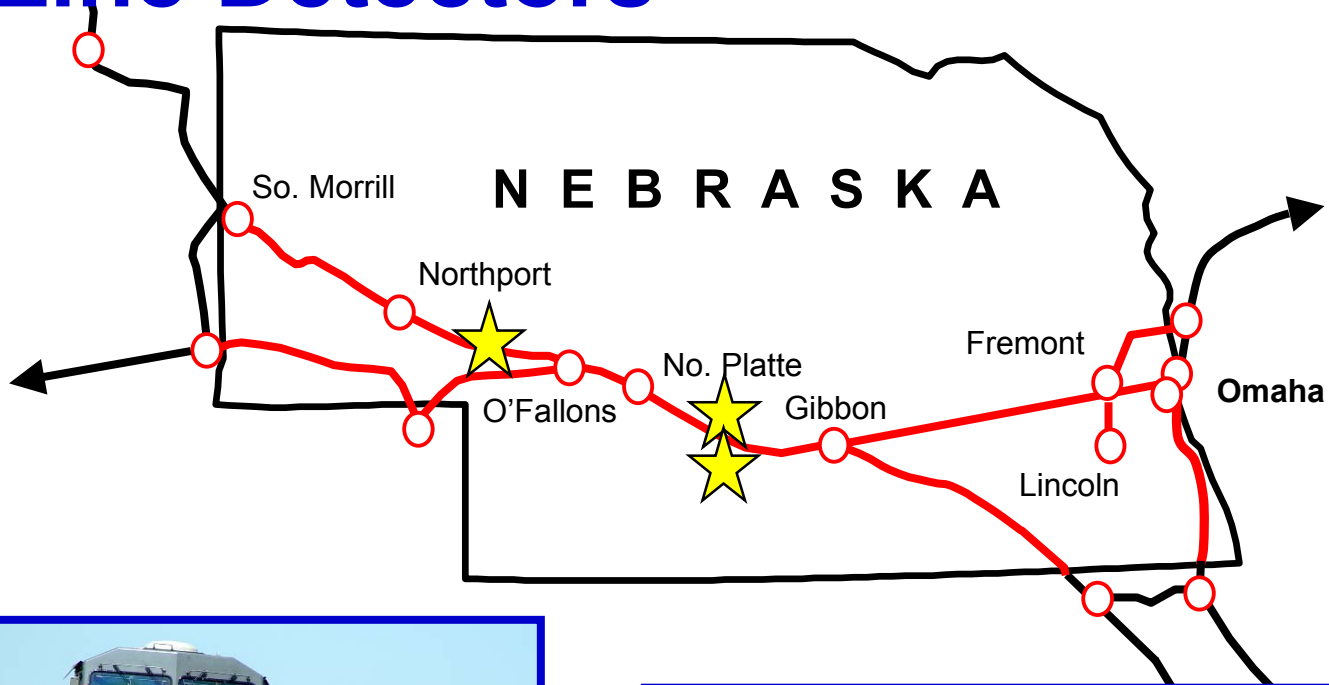
Typical out-of round wheel detected by WILD



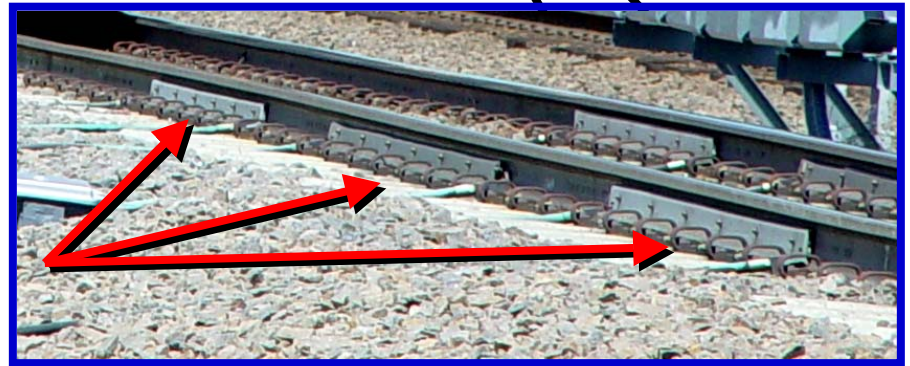
A 100 KIP impact wheel can increase the contact stress on the rail head by as much as 200% depending on the shape of the wheel tread anomaly.

Derailment Prevention

Coal Line Detectors



**Acoustical Bearing
Detector**



**Wheel Impact
Load Detector**

Coal Train Derailments



Coal Train Derailments



Weather Interruptions



2004 Maintenance of Way Activities



- **\$1.285 Billion Capital Budget**
- **4.53 Million Ties**
- **967 Miles of Rail**
- **\$71 Million in Bridge Construction & Replacement**
- **\$53 Million Signal Systems**
- **\$45 Million Rail Grinding & In-Track Welding**

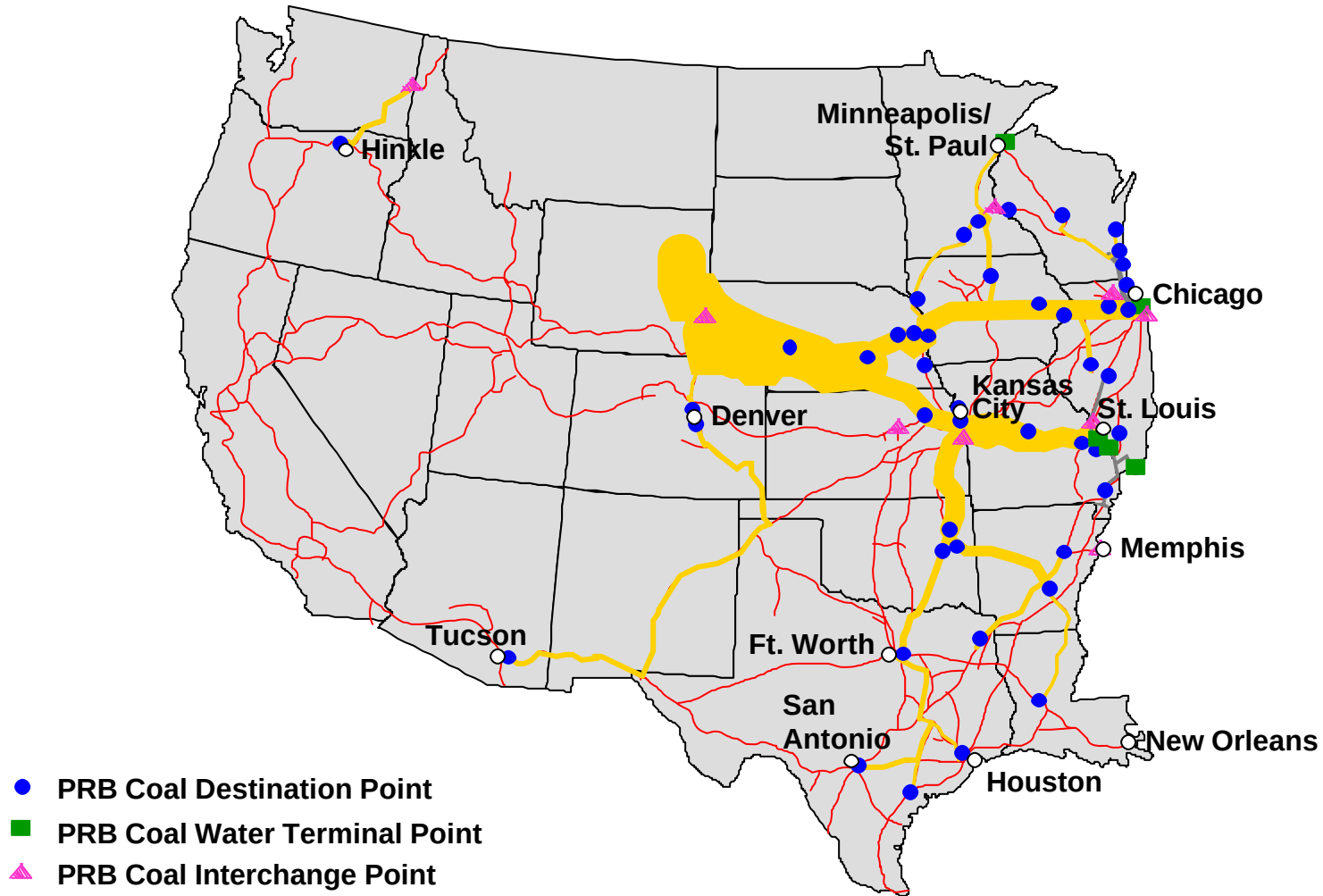




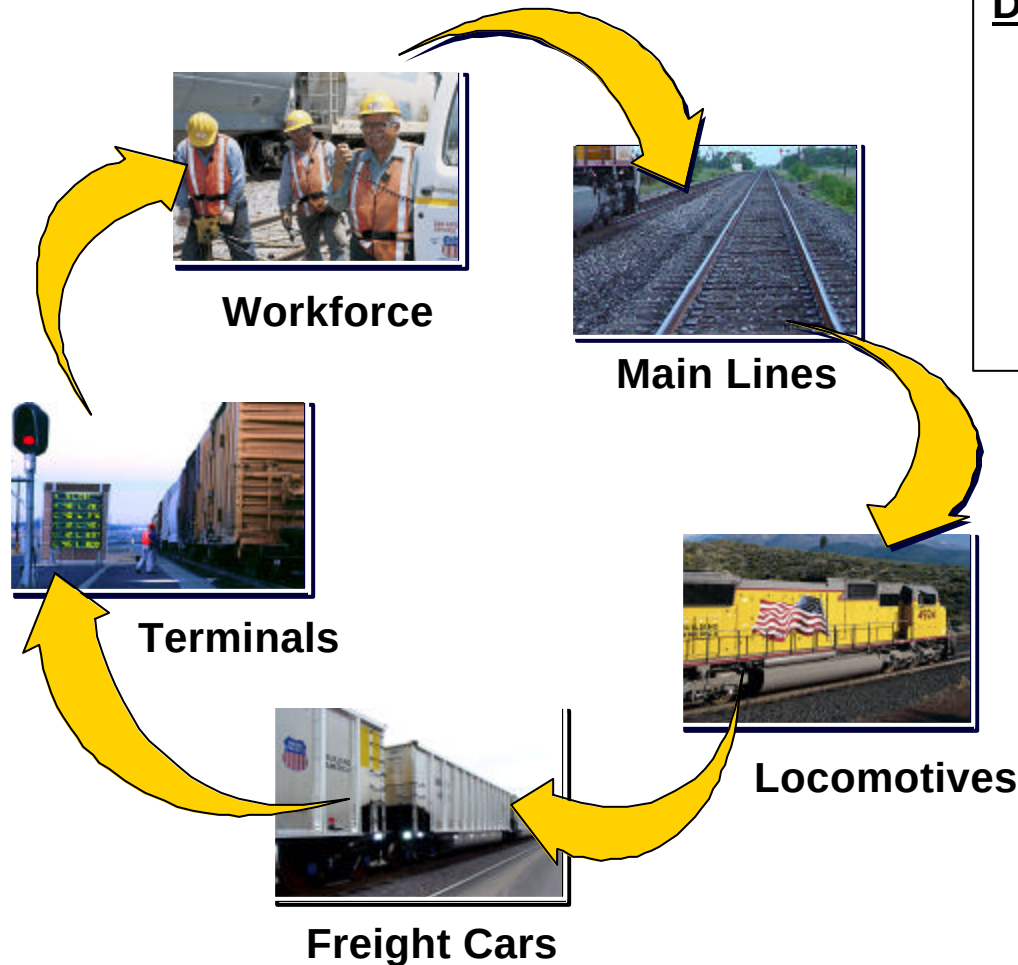
North Platte and Beyond

**Rich Jensen,
General Superintendent
Transportation Services**

UP PRB Coal Network



Network Resources Impact Cycle

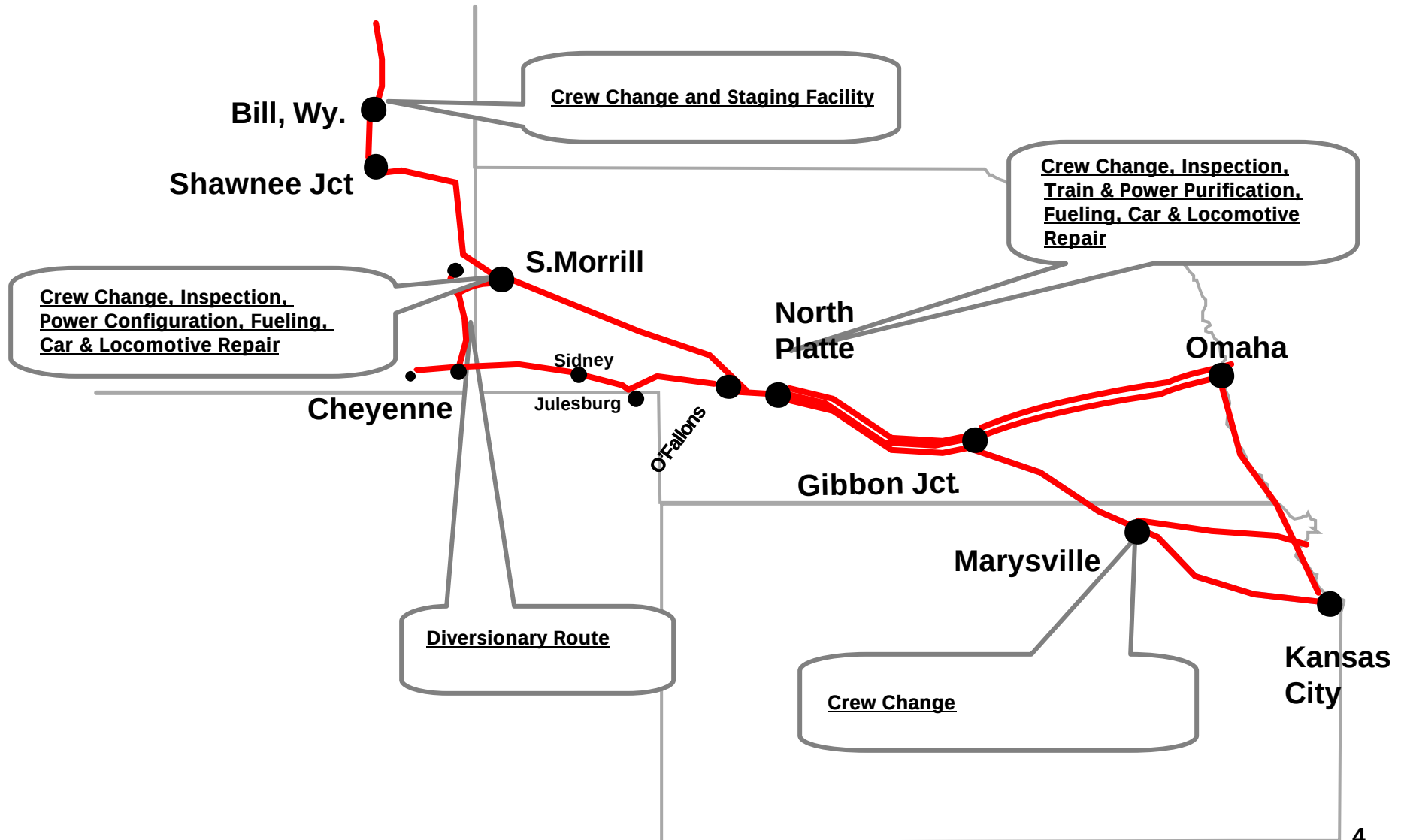


Drivers of Variability

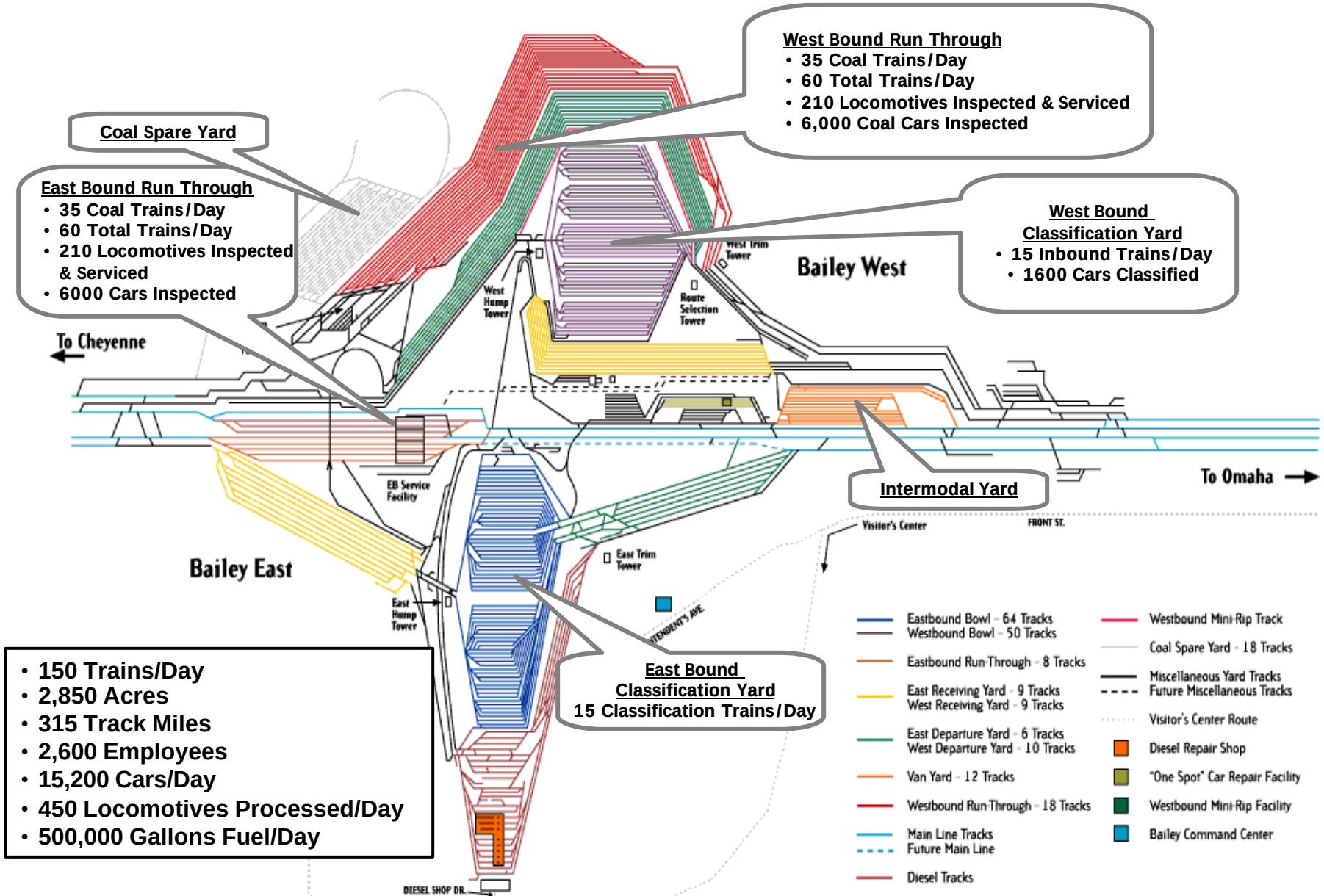
- Variability within resources
- Train flow and peaking
- Maintenance / Slow orders
- Interruptions / Weather
- Train queuing

Coal Corridor Operations

North Platte Service Unit

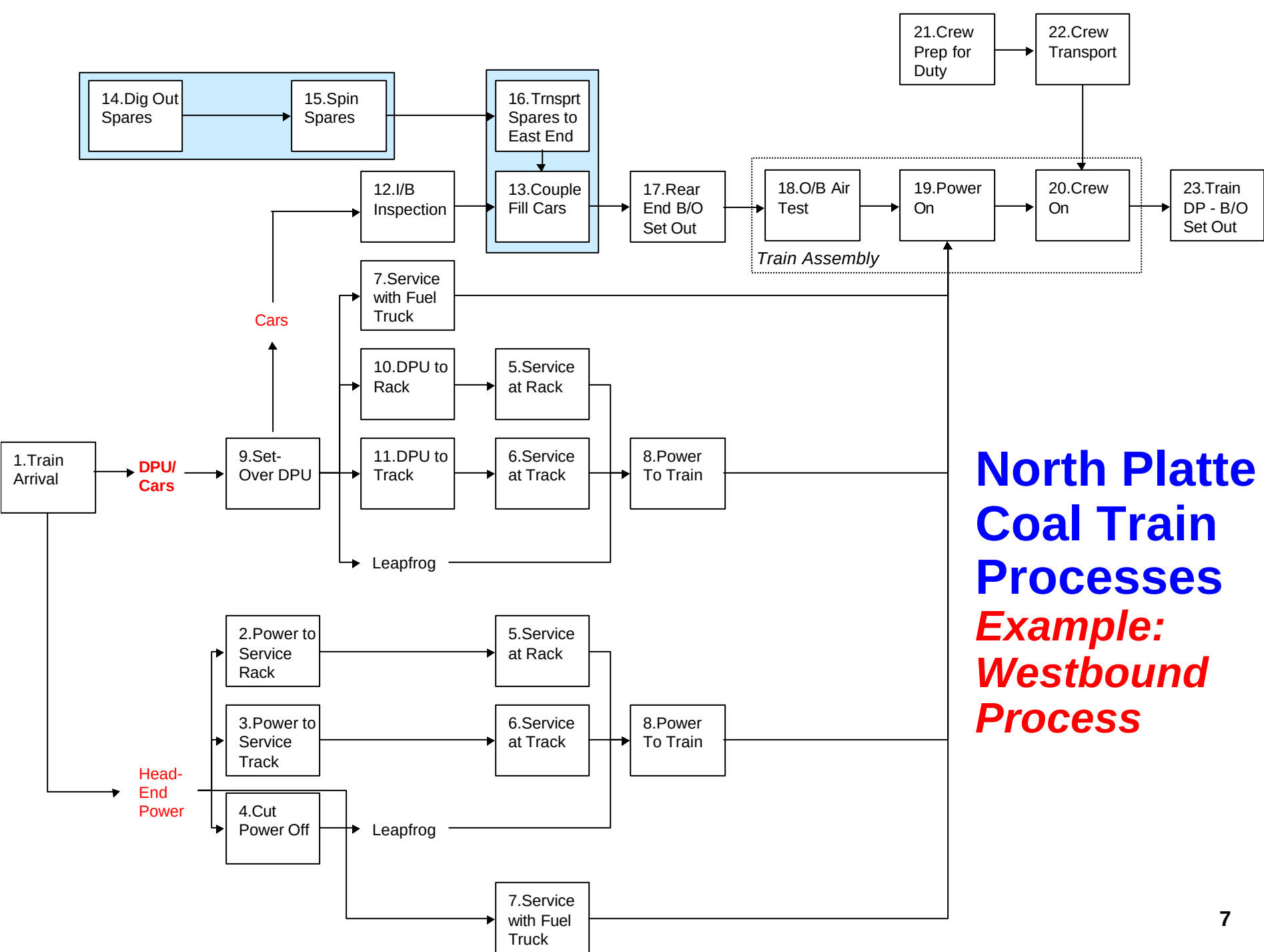


North Platte & Coal Operations



Servicing and Fueling





BNSF TRACK PROFILES

BNSF



Track Chart

Orin Subdivision

Bridger Jct., WY (M.P. 127.3) to Donkey Creek Jct., WY (M.P. 0.4)

See each page for latest revised date

To view on the intranet or print this Track Chart go to:
<http://kcintvdp0001.iss.bnr.com/maprec/mapsrehome.htm>

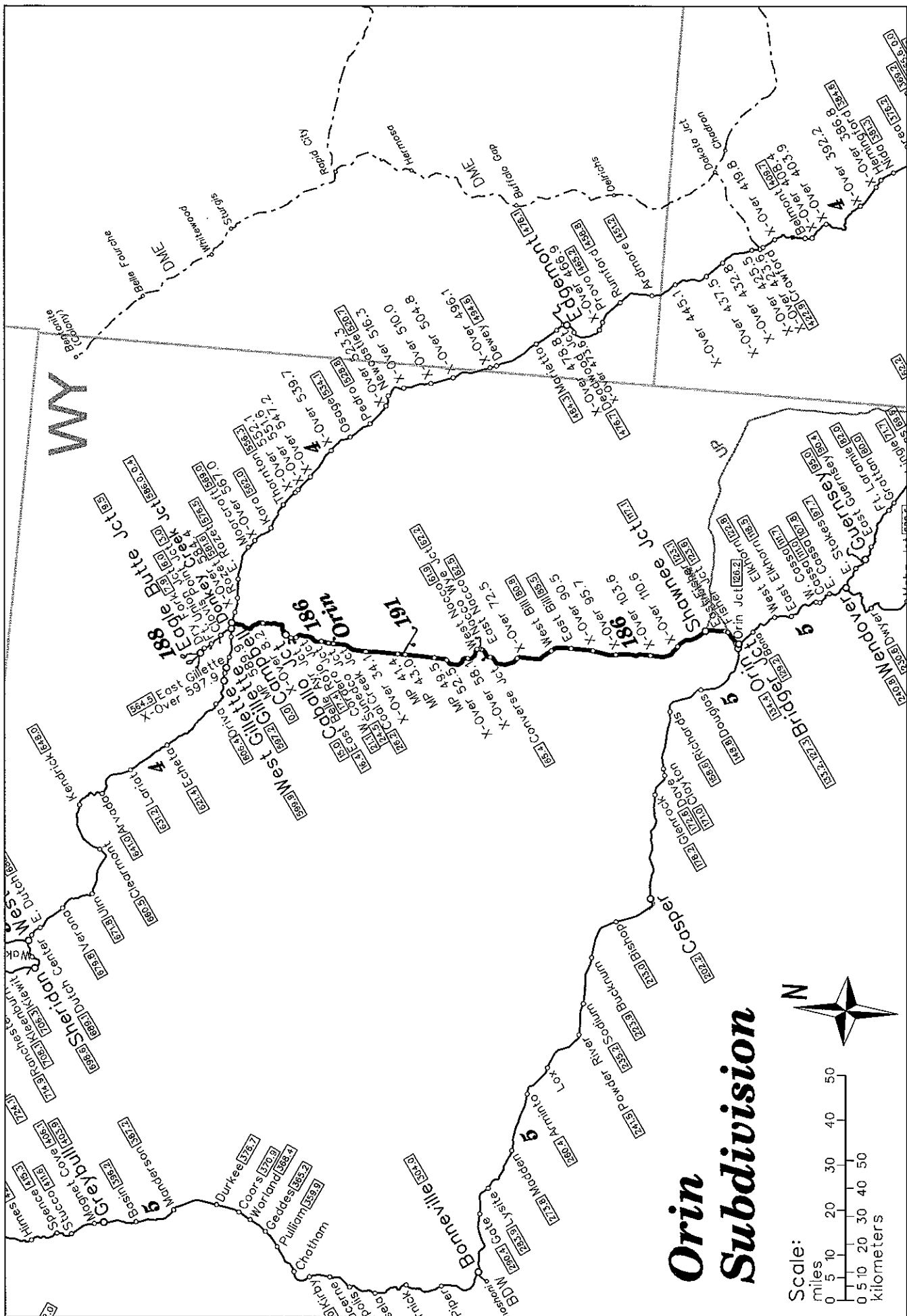
Notes:

To order this Track Chart in Sourcenet or
Millennium, use: 1374051

If you have any corrections or changes to these pages,
either mail to the Manager of Maps and Records at
4515 Kansas Ave., Kansas City, KS 66106 or FAX to
913-551-4285. Mailing is preferred.

ORI000.DGN

BNSF System Maintenance and Planning



TRACK CHART ABBREVIATION LEGEND

BRIDGES & CULVERTS

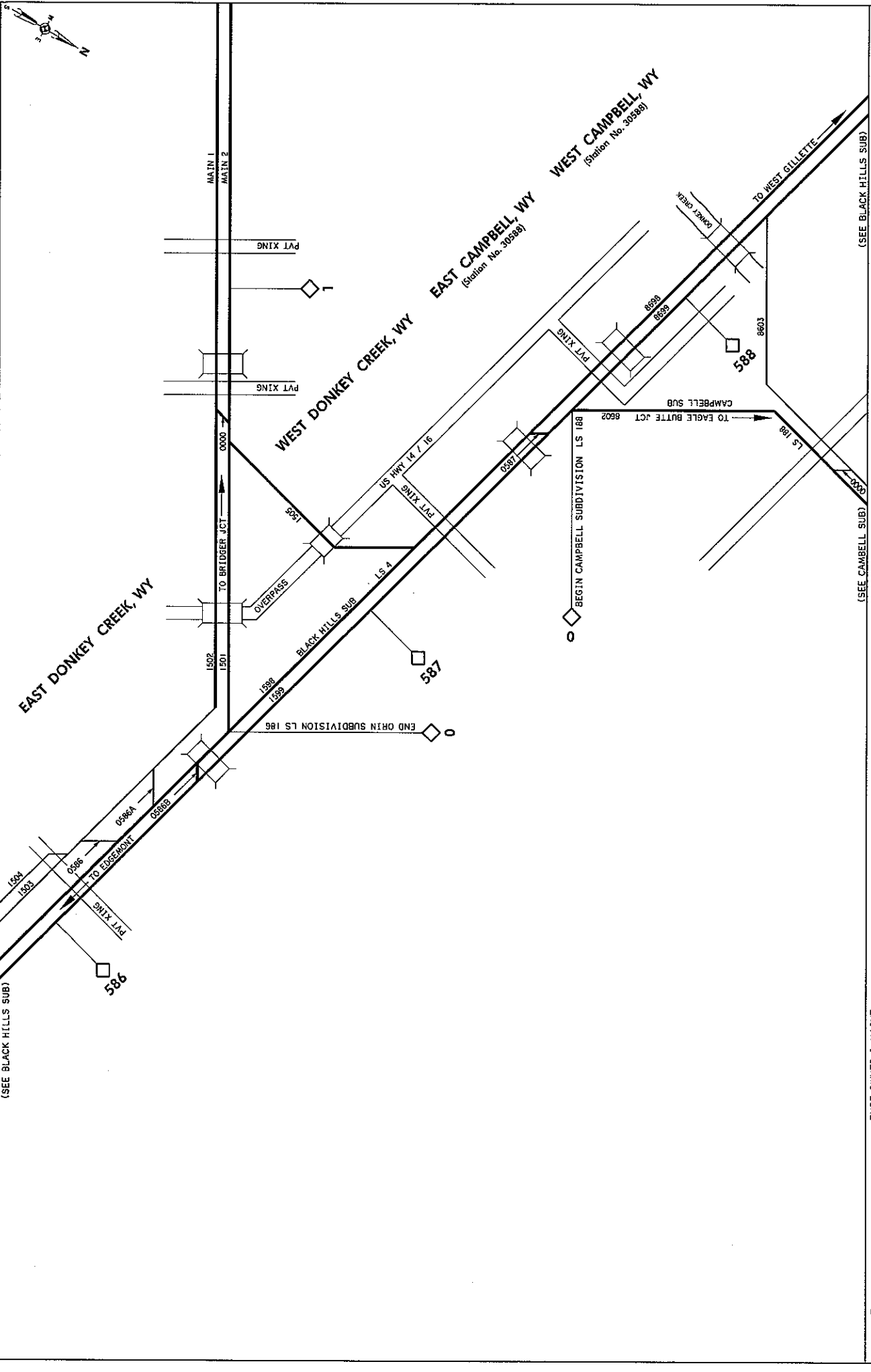
A	ARCH	RCA	REINFORCED CONCRETE ARCH
AB	ABUTMENT	RCB	REINFORCED CONCRETE BOX
AP	APPROACH	RCP	REINFORCED CONCRETE PIPE
AR	ARCH	RCT	REINFORCED CONCRETE TRESTLE
ARM TL	ARMCO TUNNEL LINER	RD WD	REDWOOD
B	BOX	RSB	REINFORCED STONE BOX
BASC	BASCULE	RTB	RAIL TRACK BOX
BD	BALLAST DECK	RTCB	RAIL TOP CONCRETE BOX
BDPT	BALLAST DECK PILE TRESTLE - WOOD	RTSB	RAIL TOP STONE BOX
BR	BRIDGE	SA	STEEL ARCH
BRK	BRICK	SBG	STEEL BOX GIRDER
BX	BOX	SP	STEEL PIPE
C	CONCRETE	SPP	STEEL PLATE PIPE
CA	CONCRETE ARCH	SSC	STEEL STRINGERS & CAPS
CB	CONCRETE BOX	SSP	STRUCTURAL STEEL PIPE
CBG	CONCRETE BOX GIRDER	STA	STONE ARCH
CCTS	COMBINATION CONCRETE & TIMBER SLAB	STB	STONE BOX
CG	CONCRETE "I" GIRDER	STO	STONE
CIP	CAST IRON PIPE	T	TILE
CMA	CURRUGATED METAL ARCH	TBX	TIMBER BOX
CMP	CORRUGATED METAL PIPE	TDBX	THRU VOID, DBL. CELL PRES. CONC. BEAM OR GIRDER
CTG	CONCRETE "I" GIRDER	TL	TUNNEL LINER
CP	CONCRETE PIPE	THG	THRU GIRDER
CUL	CULVERT	THT	THRU TIMBER TRUSS
DBL	DOUBLE	TPLG	THRU PLATE LATTICE GIRDER
DG	DECK GIRDER	TP	TILE PIPE
DPG	DECK PLATE GIRDER	TPCT	THRU PIN CONNECTED TRUSS
DPLG	DECK PLATE LATTICE GIRDER	TPG	THRU PLATE GIRDER
DPCT	DECK PIN CONNECTED TRUSS	TR	TREATED
DR SP	DRAW SPAN	TR	T-RAIL
DRT	DECK RIVETED TRUSS	TPL	TRIPLE
DS	SWING SPAN	TRT	THRU RIVETED TRUSS
DT	DECK TRUSS	TSBX	THRU VOIDED-SINGLE CELL PRESTRESSED CONCRETE BEAM OR GIRDER
EXT	EXTENSION	VIT P	VITRIFIED PIPE
FT	FRAME TRESTLE - WOOD	VP	VOIDED PRESTRESSED CONC. TEE GIRDER
FTG	FOOTING	VTEE	VITRIFIED TILE PIPE
GCIP	GALVANIZED CORRUGATED IRON PIPE	VTP	VOIDED PRESTRESSED CONC. TEE GIRDER
GIP	GALVANIZED IRON PIPE	WB	WOOD BOX
IB	"I" BEAM OR GIRDER BEAM SPAN	WD	WOOD
I BM	"I" BEAM	WF	WIDE FLANGE BEAM SPAN
LG	LONG	WP	WOOD PIPE
LS	LIFT SPAN	WR I P	WROUGHT IRON PIPE
MPP	MULTI-PLATE PIPE		
MSY	MASONRY		
O	OVAL		
OC	OVAL CONCRETE PIPE		
OD	OPEN DECK		
OMP	OVAL METAL PIPE		
ORCP	OVAL REINFORCED CONCRETE PIPE		
PC	PRE-STRESSED CONCRETE		
PCMP	PERFORATED CORRUGATED CONCRETE PIPE		
PED	PEDESTAL		
PRT	PONY RIVETED TRUSS		
PT	PILE TRESTLE - WOOD		

TRACK & SIGNAL

ABS	AUTOMATIC BLOCK SIGNAL SYSTEM
ABD	ACOUSTIC BEARING DETECTOR
AEI	AUTOMATIC EQUIPMENT IDENTIFICATION READER
ATS	AUTOMATIC TRAIN STOPS
BFD	BROKEN FLANGE DETECTOR
BR SIG	BRIDGE SIGNAL
CANT SIG	CANTILEVER SIGNAL
CTC	CENTRALIZED TRAFFIC CONTROL
DED	DRAWING EQUIPMENT DETECTOR
DESLTD	DRAWING EQUIP. & SHIFTED LOAD W/TOP DETECTOR
F	FREIGHT (SPEED)
F/G	FLASHING SIGNAL
FL	FLASHING SIGNAL WITH AUTOMATIC GATES
FL T	FLOOD LIGHT TOWER
FRT	FREIGHT
H& DED	HOT BEARING & DRAGGING EQUIP. DETECTOR
HWD	HIGH WATER DETECTOR
INTLK	INTERLOCKING
I TOWER	INTERLOCKING TOWER
LS	LINE SEGMENT
MP	MILEPOST
NO.	NUMBER
OCS	OCCUPANCY CONTROL SYSTEM
OH	OVERHEAD
OOS	OUT OF SERVICE
P	PASSENGER (SPEED)
RES LIM	RESTRICTED LIMITS
RL	RAIL LUBRICATOR
SIGS	SIGNALS
SBC	SHOULDER BALLAST CLEANING
SLD	SHIFTED LOAD DETECTOR
SLTD	SHIFTED LOAD WITH TOP DETECTOR
S SW	SPRING SWITCH
T.O.	TURNOUT
TRK	TRACK
TWC	TRACK WARRANT CONTROL
UC	UNDERCUT
WILD	WHEEL IMPACT LOAD DETECTOR
YL	YARD LIMIT

MISCELLANEOUS

AVE	AVENUE
BLVD	BOULEVARD
CO	COUNTY
CONN	CONNECTION
CONST	CONSTRUCTED
CR	CREEK OR CRUSHED ROCK
DBL	DOUBLE
DIV	DIVISION
DR	DRIVE
E	EAST
EL	ELEVATION
F L T P	FLOOD LIGHT POLE
F L T T	FLOOD LIGHT TOWER
FRT	FREIGHT
GR	AT GRADE
HO	HOUSE
HWY	HIGHWAY
IND	INDUSTRY
JCT	JUNCTION
JT	JOINT
LT	LEFT
MAX	MAXIMUM
MTCE	MAINTENANCE
NO	NORTH
OH	OVERHEAD
OP	OVERPASS
PED	PEDESTRIAN
PK	PARKWAY
PO	POWER
PSGR	PASSENGER
PUB	PUBLIC
PVT	PRIVATE
RD	ROAD
RESERV	RESERVOIR
RIV	RIVER
RR	RAILROAD
RT	RIGHT
RW	RIGHT-OF-WAY
RY	RAILWAY
SEC	SECTION
SO	SOUTH
ST	STREET
STA	STATION
SUB	SUBDIVISION
TPL	TRIPLE
UP	UNDERPASS
W	WEST
YD	YARD
XBUCKS	CROSSBUCKS
XING	CROSSING





DONKEY CREEK, WY
Orin Subdivision

YARD SEGMENT: ###
STATION ABBR: DONCRE
FSAC: 30587
ZONE: 15, 85

REVIS: 03/25/2004
TRK CHT: OR1001A-T.DGN
TEAM: DONK15003.DGN

* UNKNOWN TRACK NUMBER

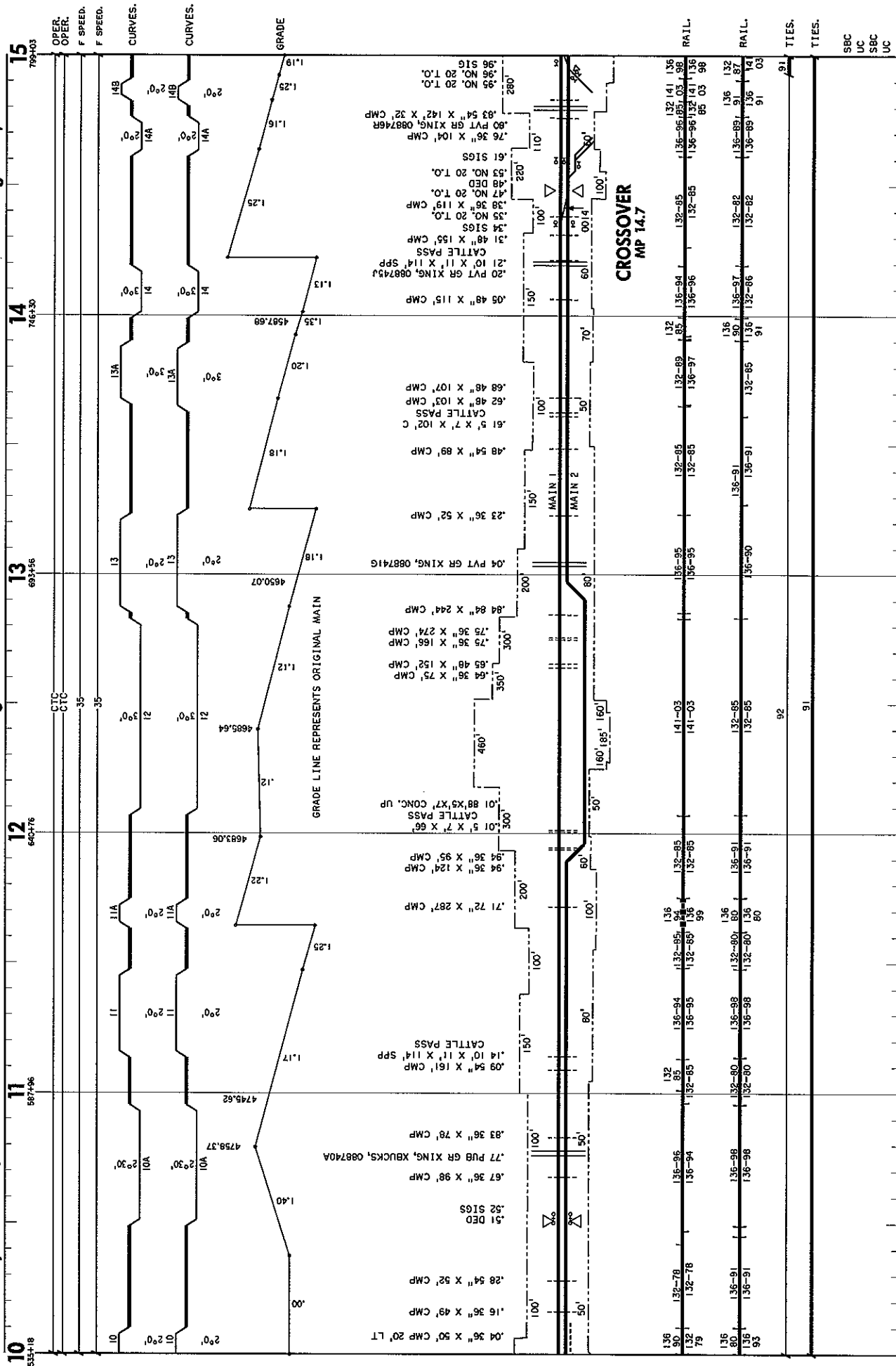


Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY

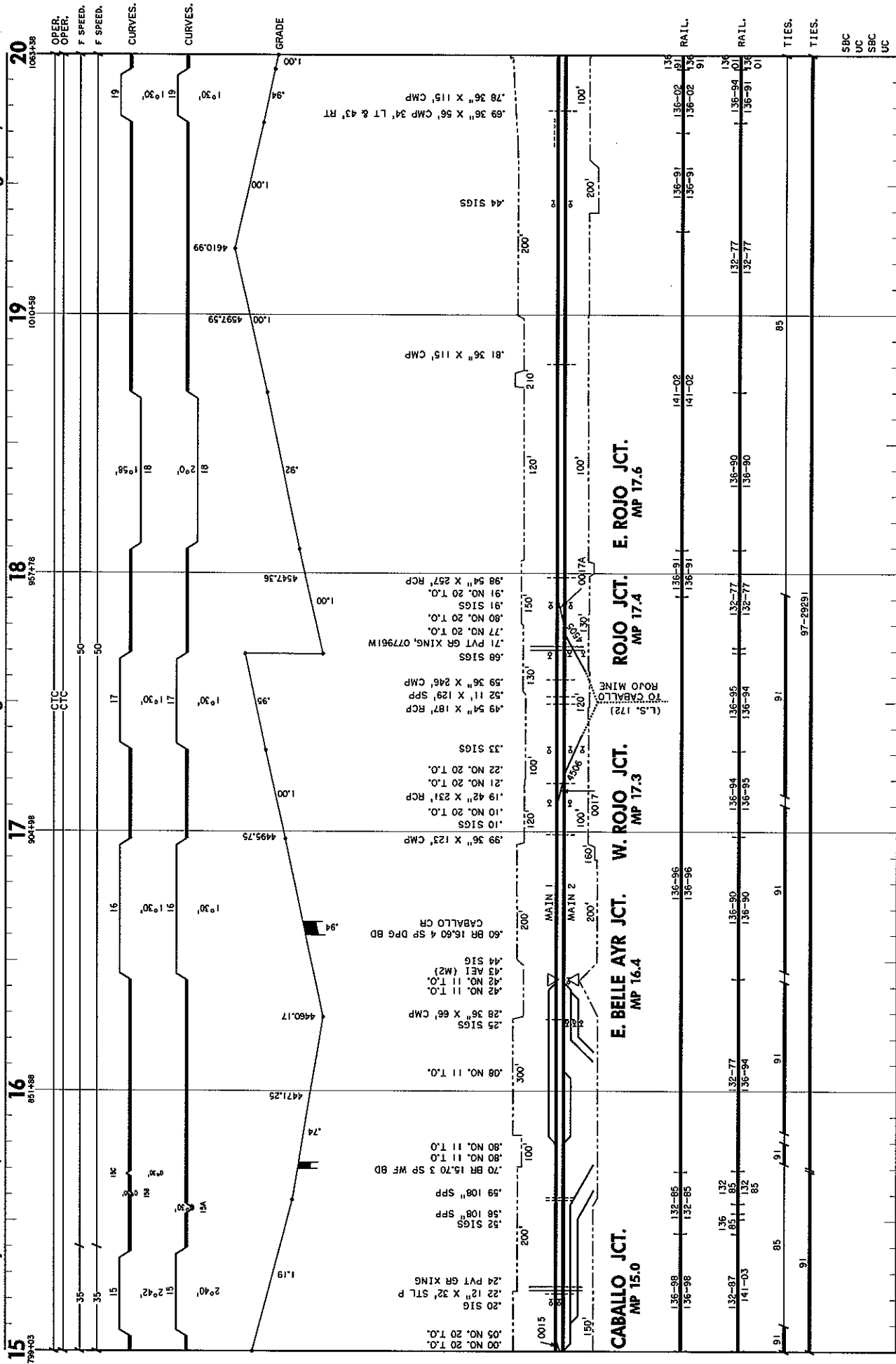
3

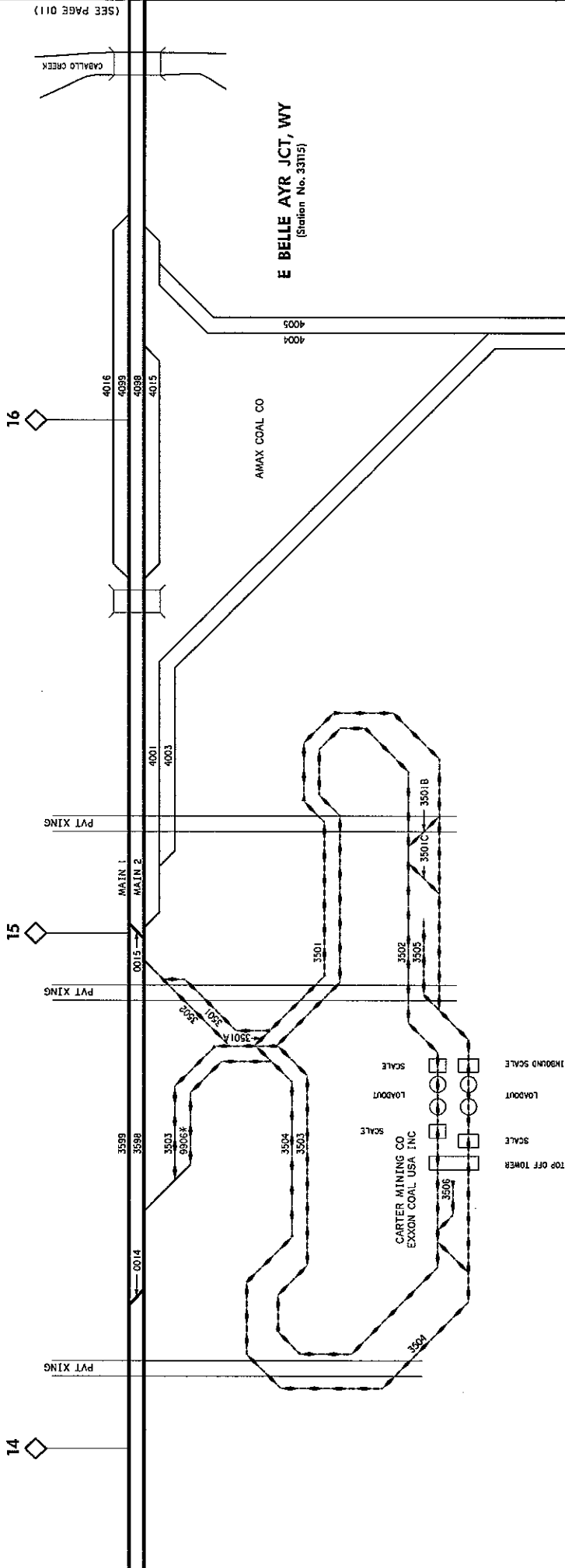
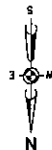


Burlington Northern and Santa Fe Railway Company

OR003.DGN Revised 03/26/2004

Orin Subdivision





(SEE PAGE 009)

CABALLO, WY
Orin Subdivision

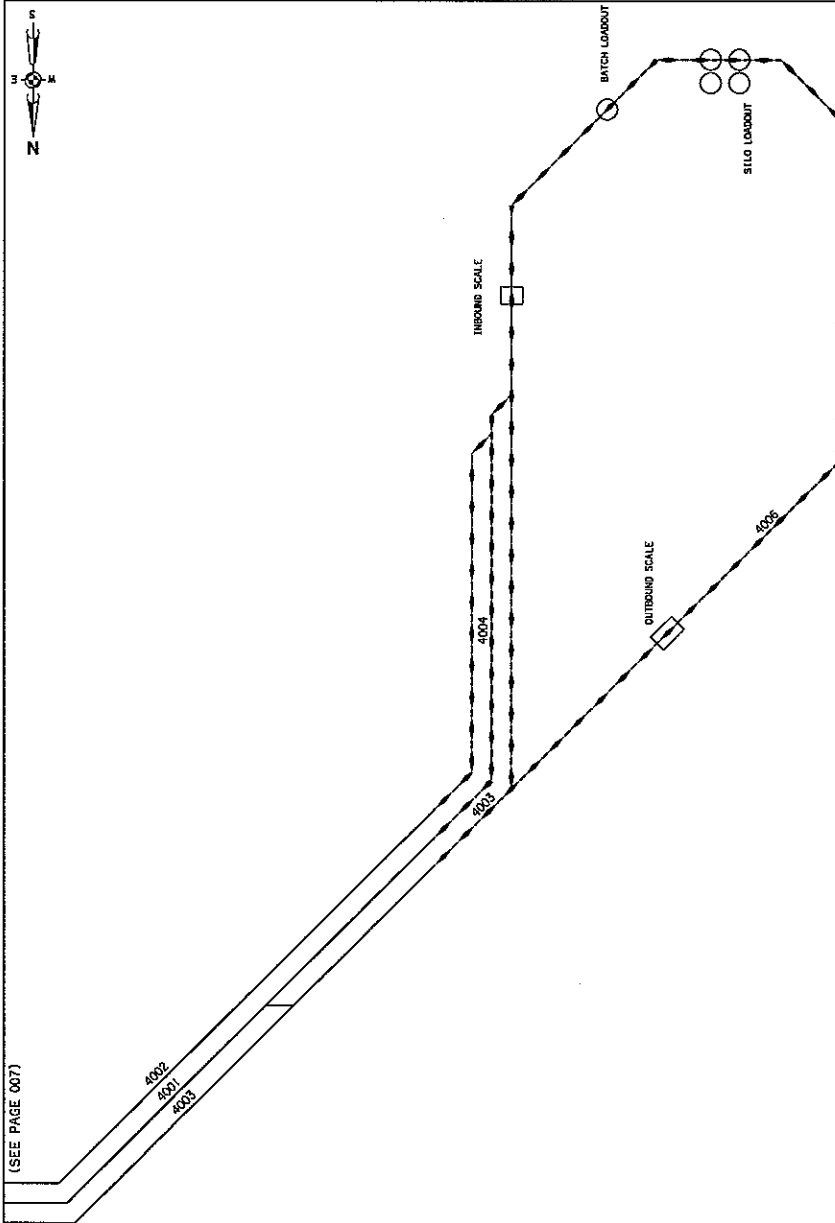
BNSF OWNED & MAINT
 INDUSTRY OWNED & BNSF MAINT
 IND OWNED & MAINT
 LEASE
 TRACKAGE RIGHTS
 FOREIGN TRACK
 JOINT FACILITIES

YARD SEGMENT: ###	REVISED: 03/25/2004
STATION ABBR: CABJCT	TRK CHT: ORT004A-T.DGN
FSAC: 33114	TEAM: CABA35007.DGN
ZONE: 35, 40	

UNKNOWN TRACK NUMBER

Line Segment 186

(SEE PAGE 007)

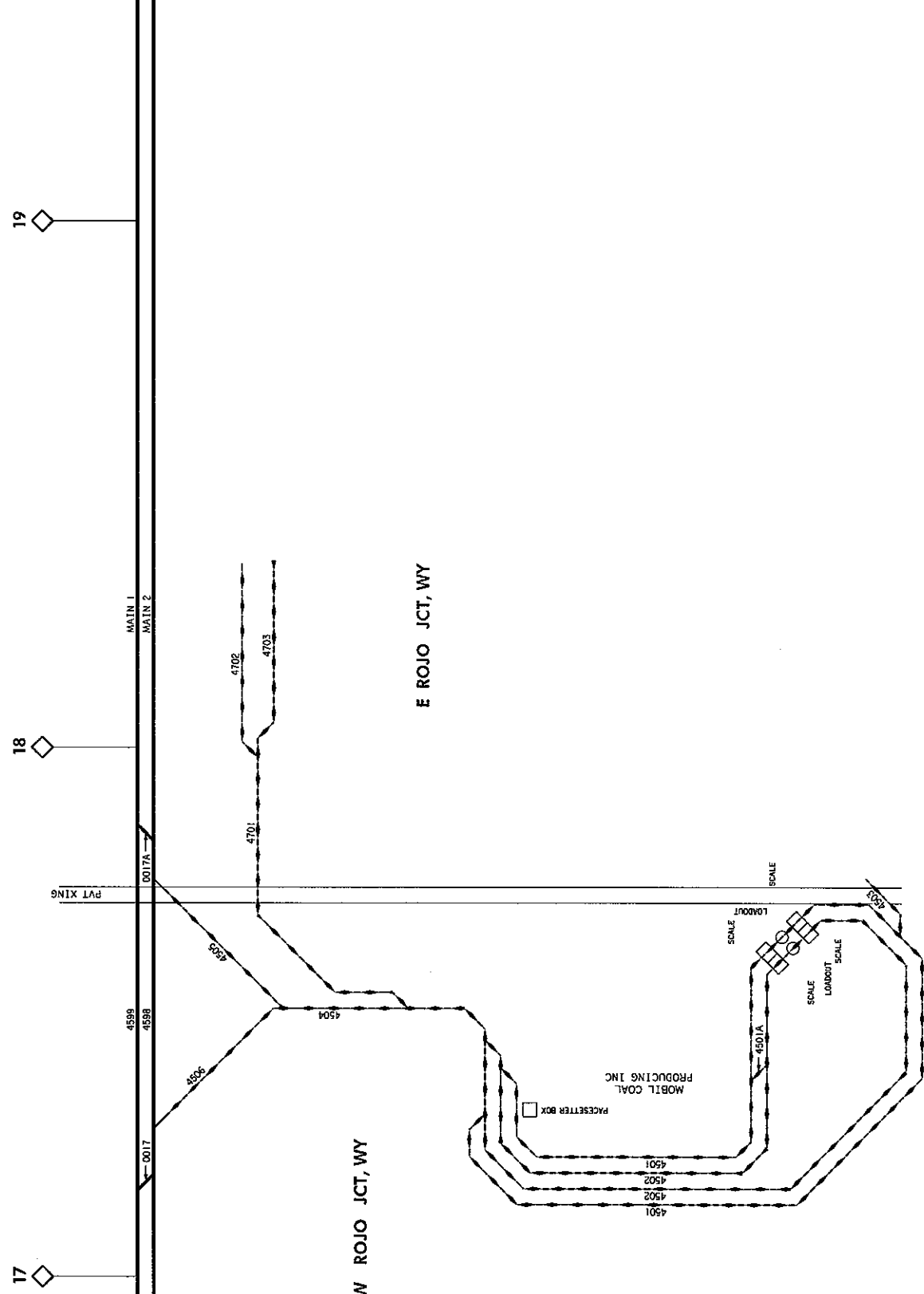
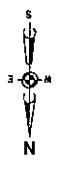


BNSF OWNED & MAINT
INDUSTRY OWNED & BNSF MAINT
LEASE
TRACKAGE RIGHTS
FOREIGN TRACK
JOINT FACILITIES

BELLE Ayr MINE, WY
Orin Subdivision

* UNKNOWN TRACK NUMBER

YARD SEGMENT: ###	REVISED: 03/25/2004
STATION ABBR: BELJCT	TRK CHT: 0R1004B-T.DGN
FSAC: 33115	TEAM: BELL40009.DGN
ZONE: 40	





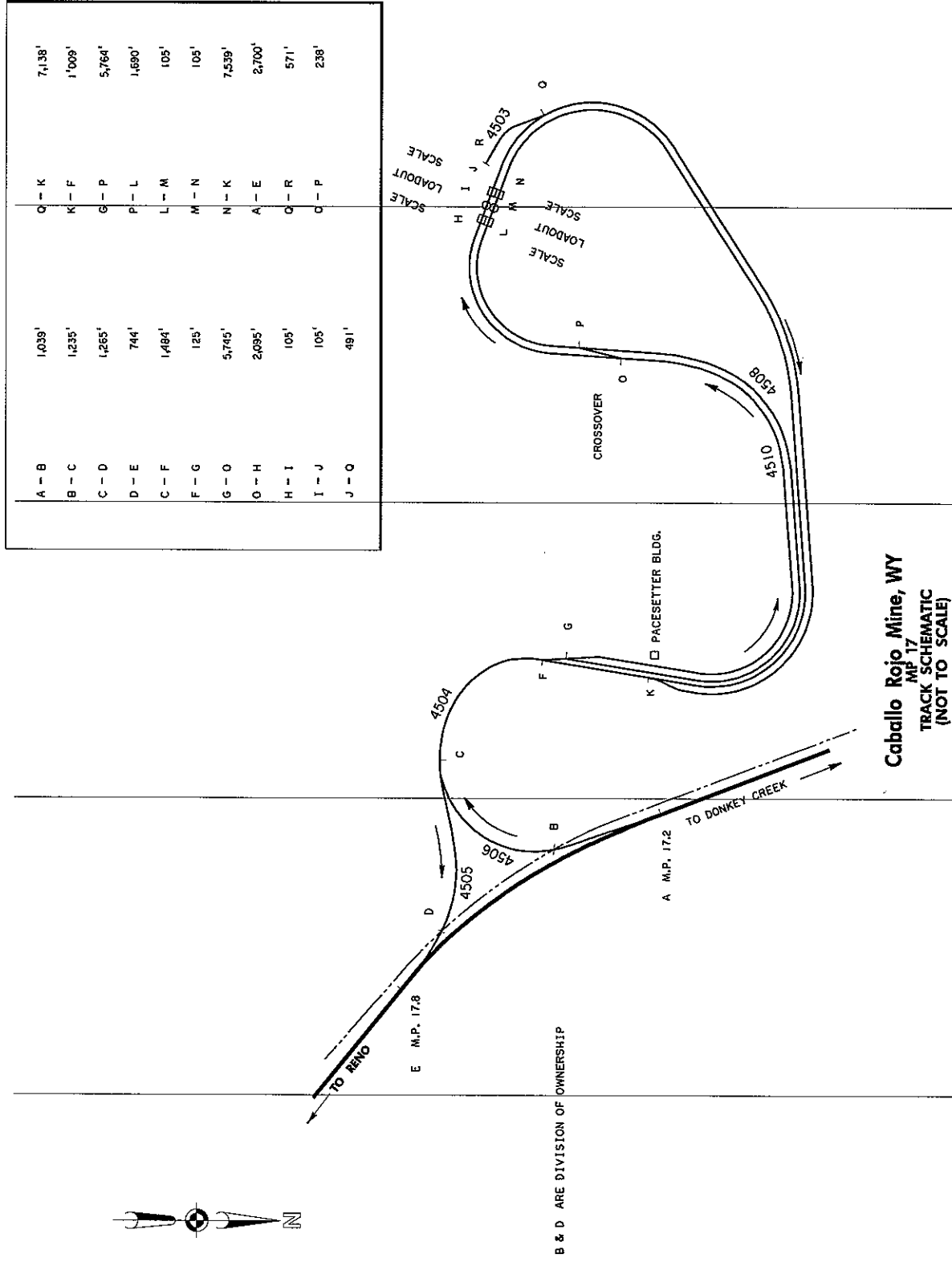
ROJO JCT, WY
Orin Subdivision

YARD SEGMENT: ###
STATION ABBR: ROJCT
FSAC: 33117
ZONE: 45, 47

REVISED: 03/25/2004
TRK CHT: OR1004C-T.DGN
TEAM: ROJ04501.DGN

BNSF OWNED & MAINT
INDUSTRY OWNED & BNSF MAINT
LEASE
TRACKAGE RIGHTS
FOREIGN TRACK
JOINT FACILITIES

* UNKNOWN TRACK NUMBER

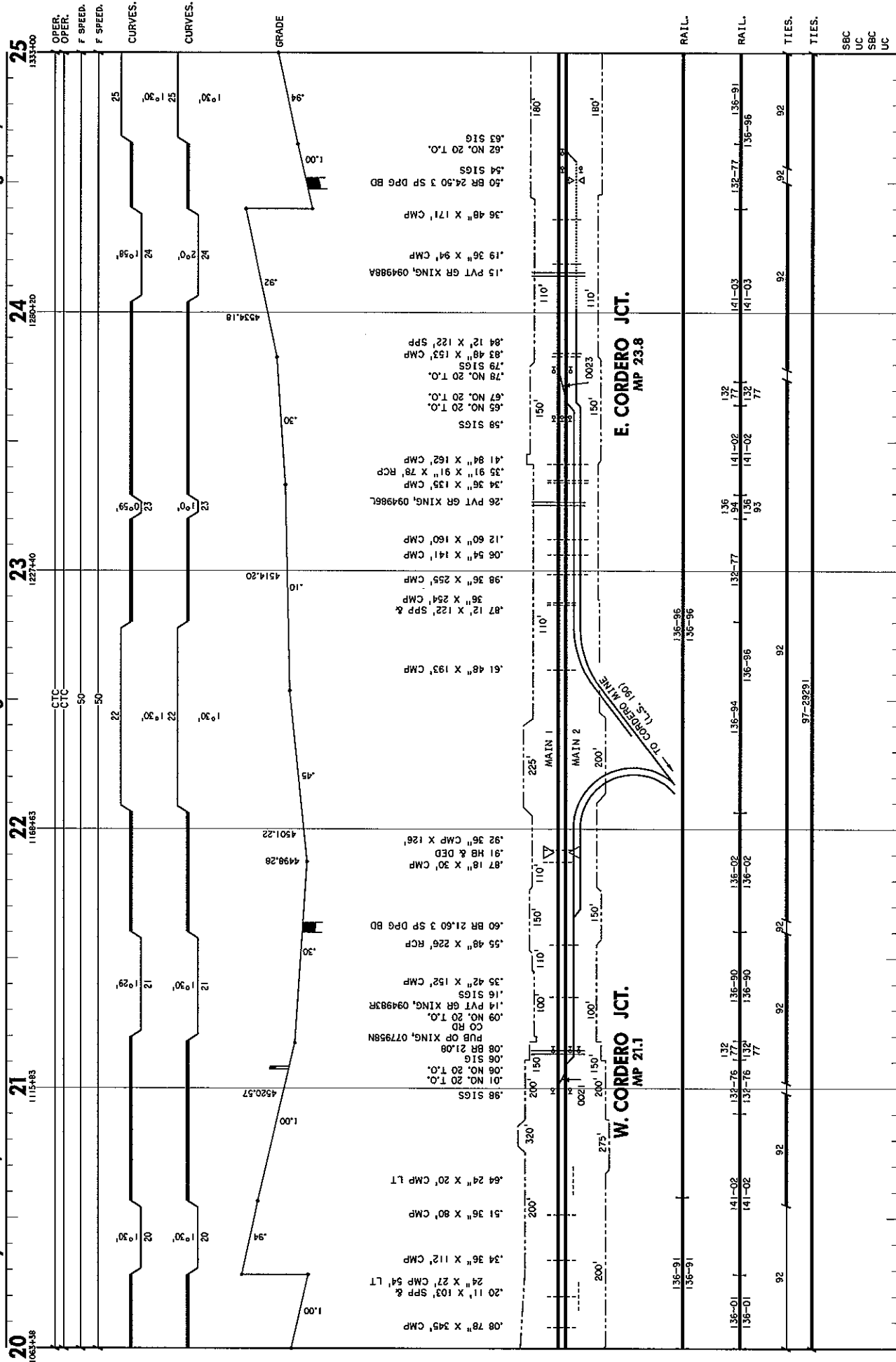


WB Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY

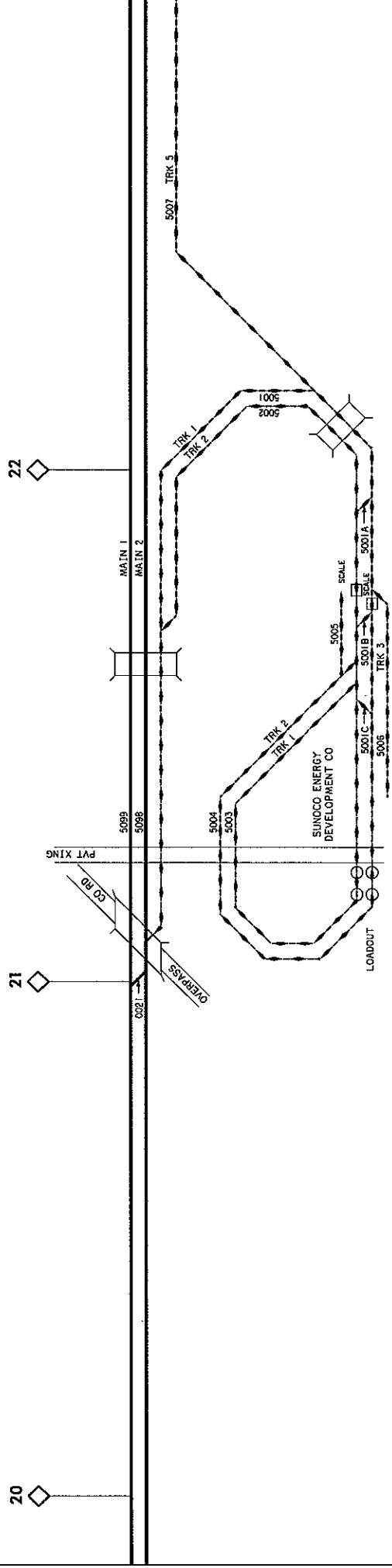
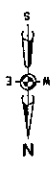
5



Burlington Northern and Santa Fe Railway Company

OR005.DGN Revised 03/26/2004

Orin Subdivision

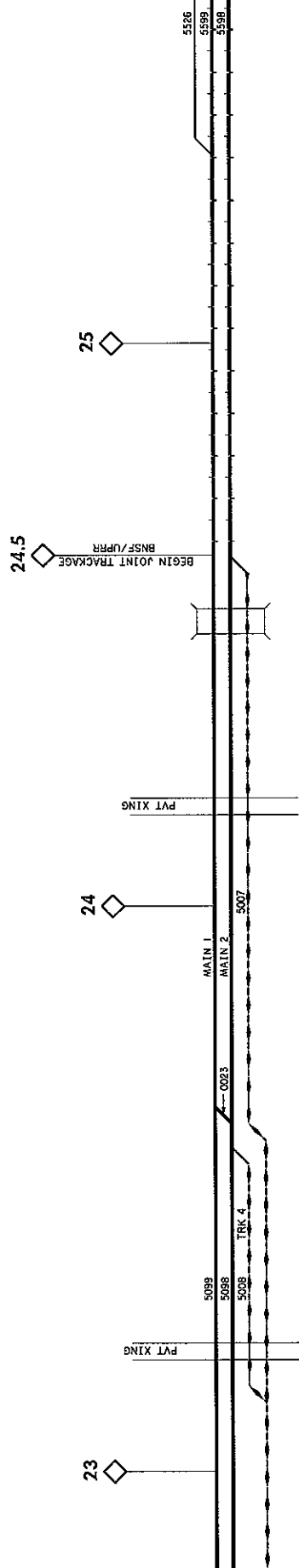
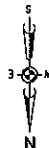


- BNSF OWNED & MAINT
- INDUSTRY OWNED & BNSF MAINT
- IND OWNED & MAINT
- LEASE
- TRACKAGE RIGHTS
- FOREIGN TRACK
- JOINT FACILITIES

CORDERO JCT, WY
Orin Subdivision

YARD SEGMENT: ###	REVISED: 03/25/2004
STATION ABBR: CORJWY	TRK CHT: OR1003A-T.DGN
FSAC: 3312	TEAM: CORD50013.DGN
ZONE: 50	

* UNKNOWN TRACK NUMBER



BNSF OWNED & MAINT
 INDUSTRY OWNED & BNSF MAINT
 IND OWNED & MAINT
 LEASE
 TRACKAGE RIGHTS
 FOREIGN TRACK
 JOINT FACILITIES

CORDERO, WY
Orin Subdivision

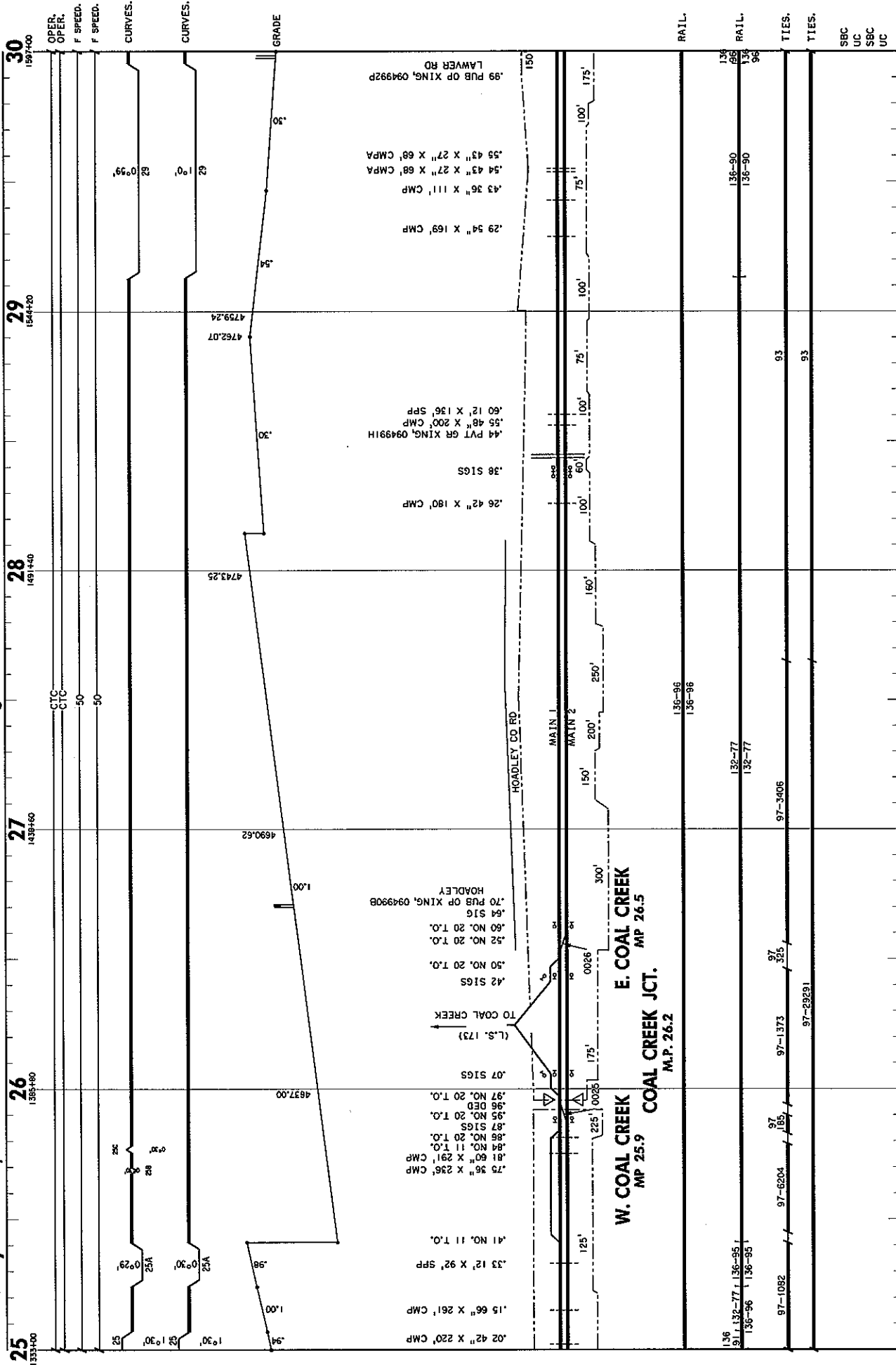
YARD SEGMENT: ###	REVISED: 03/25/2004
STATION ABBR: CORJWY	TRK CHT: OR1005B-T.DGN
FSAC: 33121	TEAM: CORD50015.DGN
ZONE: 50, 55	

* UNKNOWN TRACK NUMBER

Donkey Creek Jct., WY

Line Segment 186

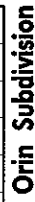
Bridger Jct., WY

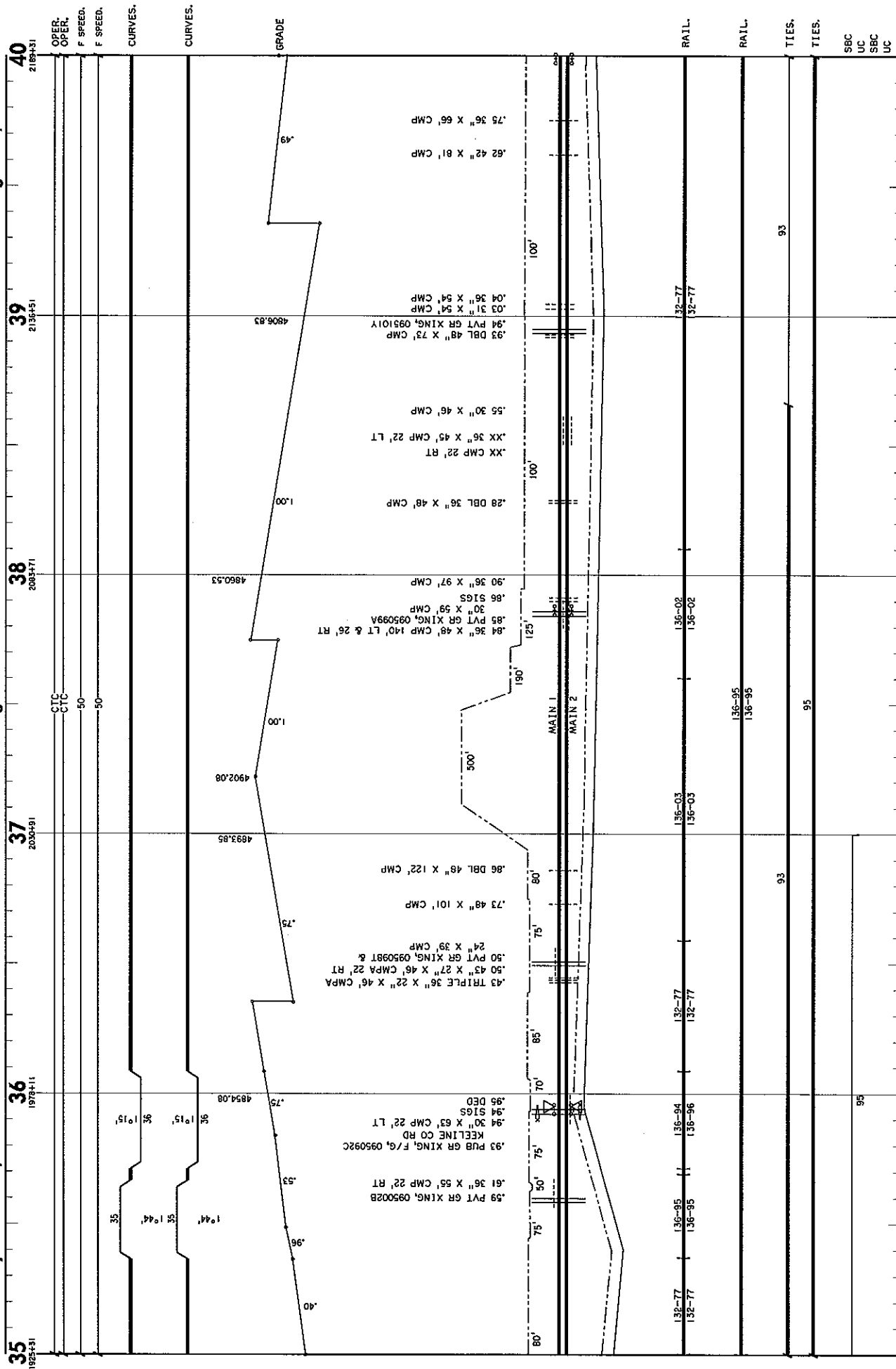


Burlington Northern and Santa Fe Railway Company

OR006.DGN Revised 03/26/2004

Orin Subdivision



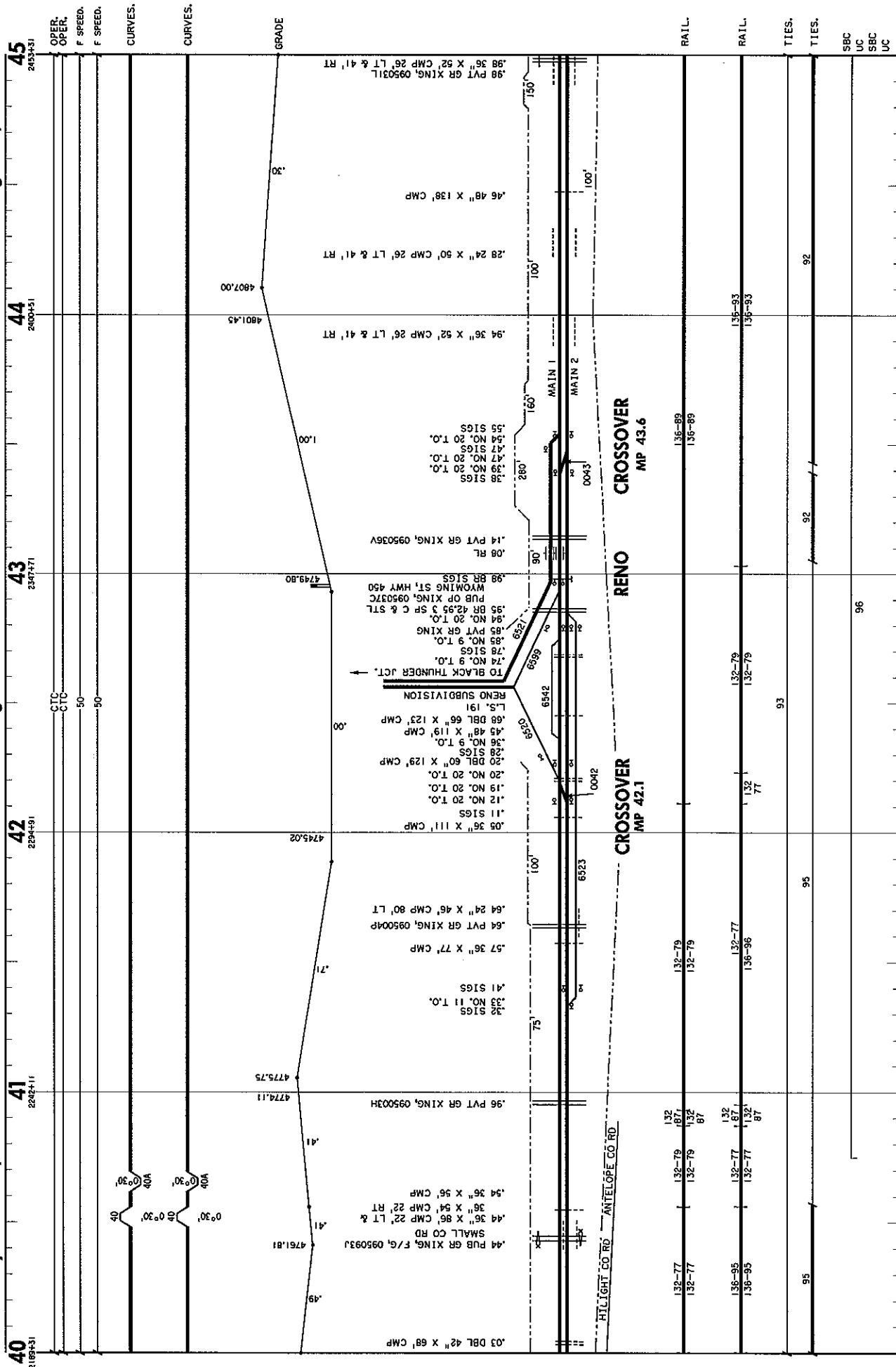


WB Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY

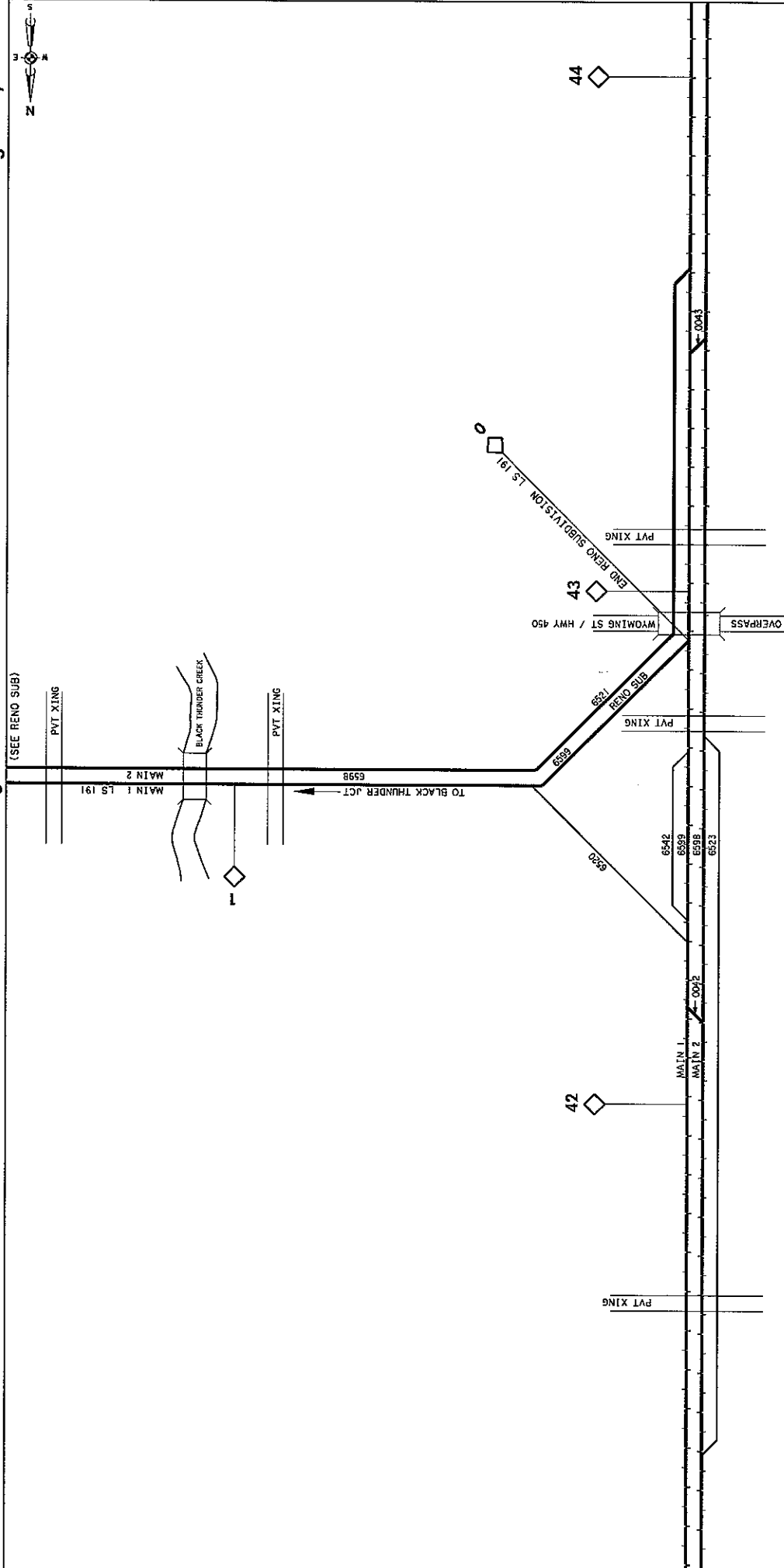
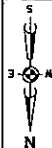
9



Burlington Northern and Santa Fe Railway Company

OR009.DGN Revised: 03/26/2004

Orin Subdivision



**BNSF OWNED & MAINT
INDUSTRY OWNED & BNSF
IND OWNED & MAINT
LEASE
TRACKAGE RIGHTS
FOREIGN TRACK
JOINT FACILITIES**



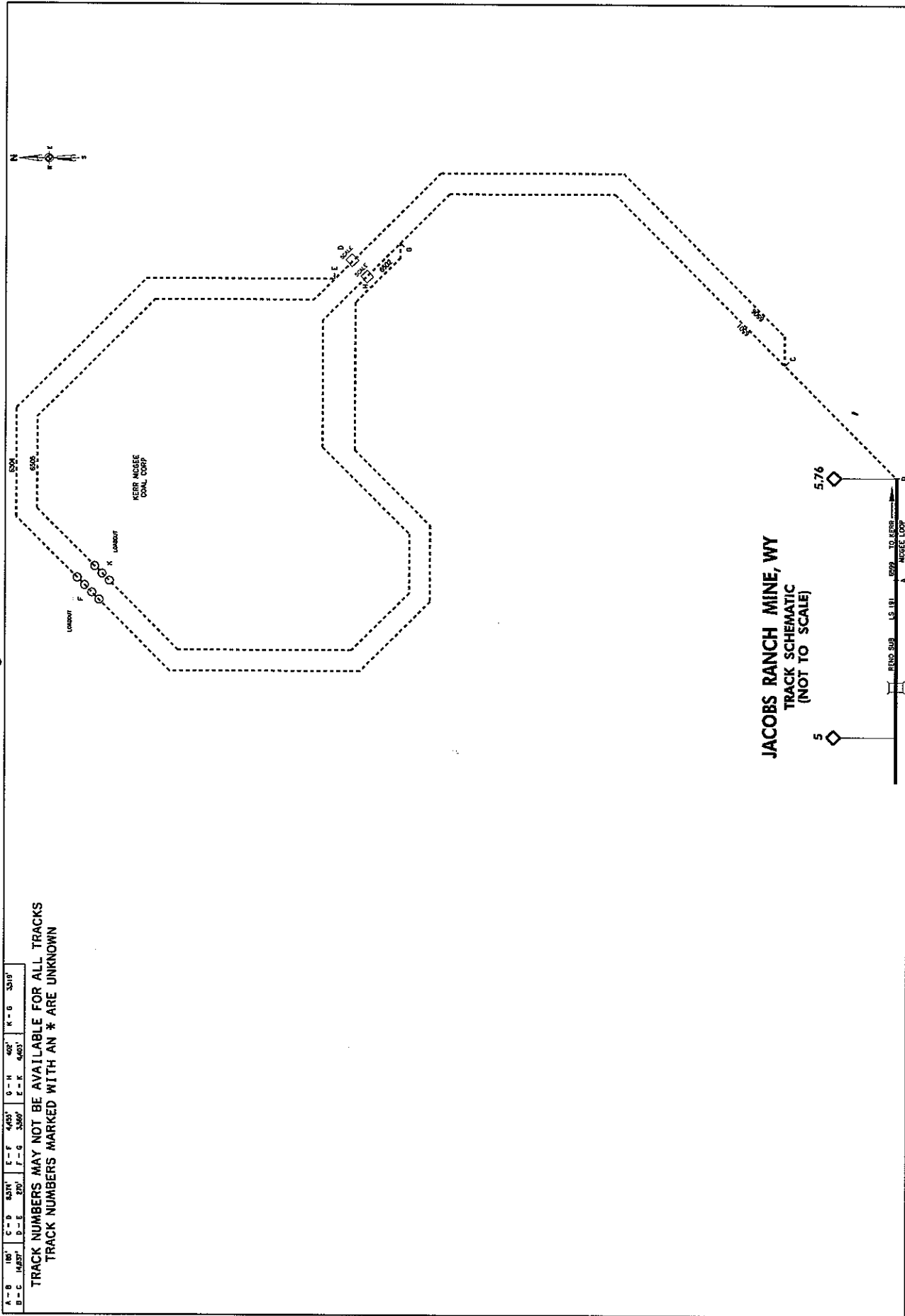
RENO, WY
Orin Subdivision

YARD SEGMENT: #####	REVISED: 03/25/2004
STATION ABBR: RENUJW	TRK CHT: ORI009A-T.DGN
FSAC: 33142	TEAM: RENO65021.DGN
ZONE: 65	

* UNKNOWN TRACK NUMBER

A - B	180°	C - D	85.71°	E - F	4.453°	G - H	402°	K - G	3319°
B - C	14.637°	D - E	270°	F - G	3.560°	E - K	4.403°		

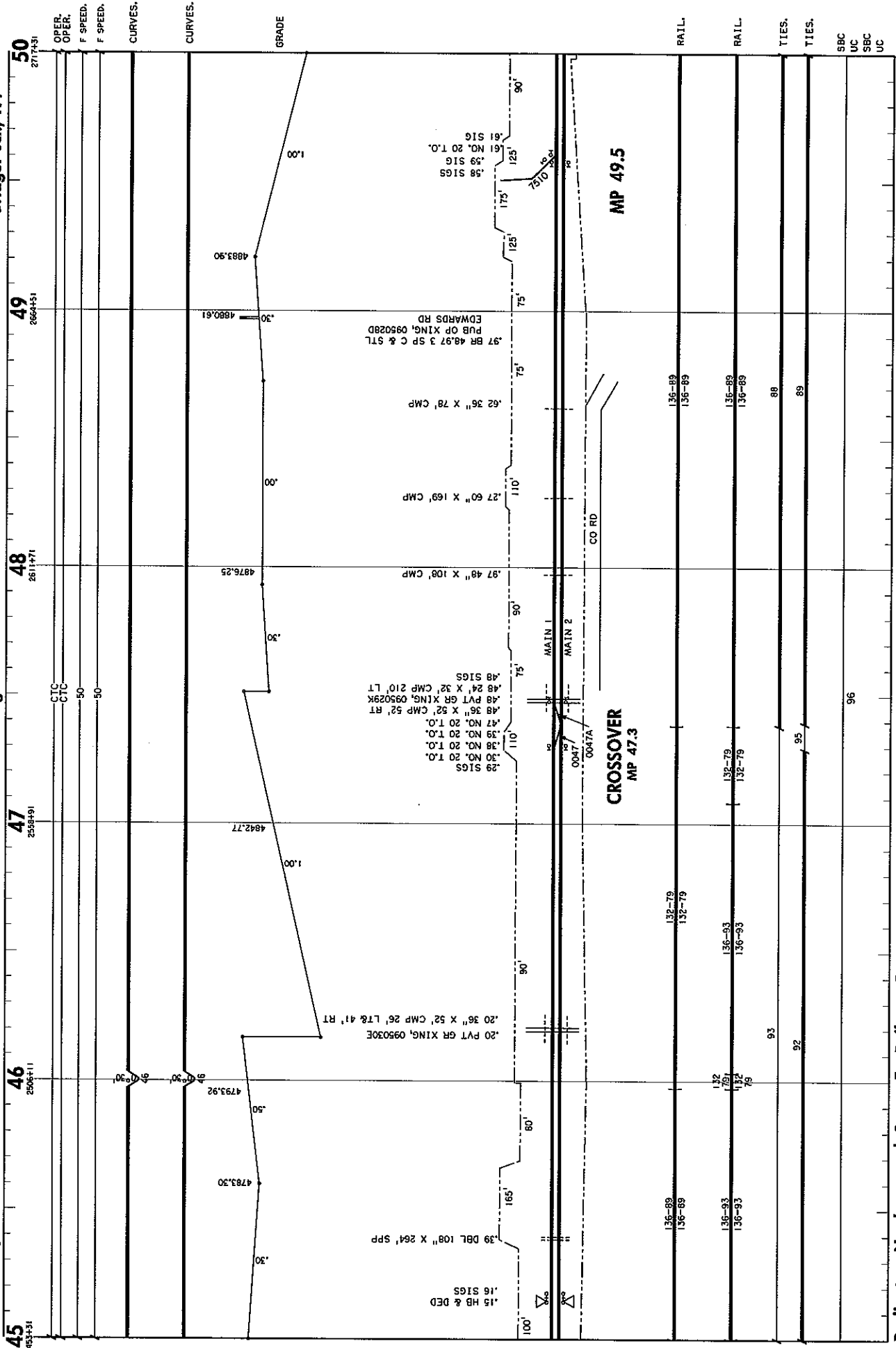
TRACK NUMBERS MAY NOT BE AVAILABLE FOR ALL TRACKS
TRACK NUMBERS MARKED WITH AN * ARE UNKNOWN



Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



5

ORDER

F SPEED.

CURVES.

CURVES.

PATI

RAIL.

311

IES.

ac

3C

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

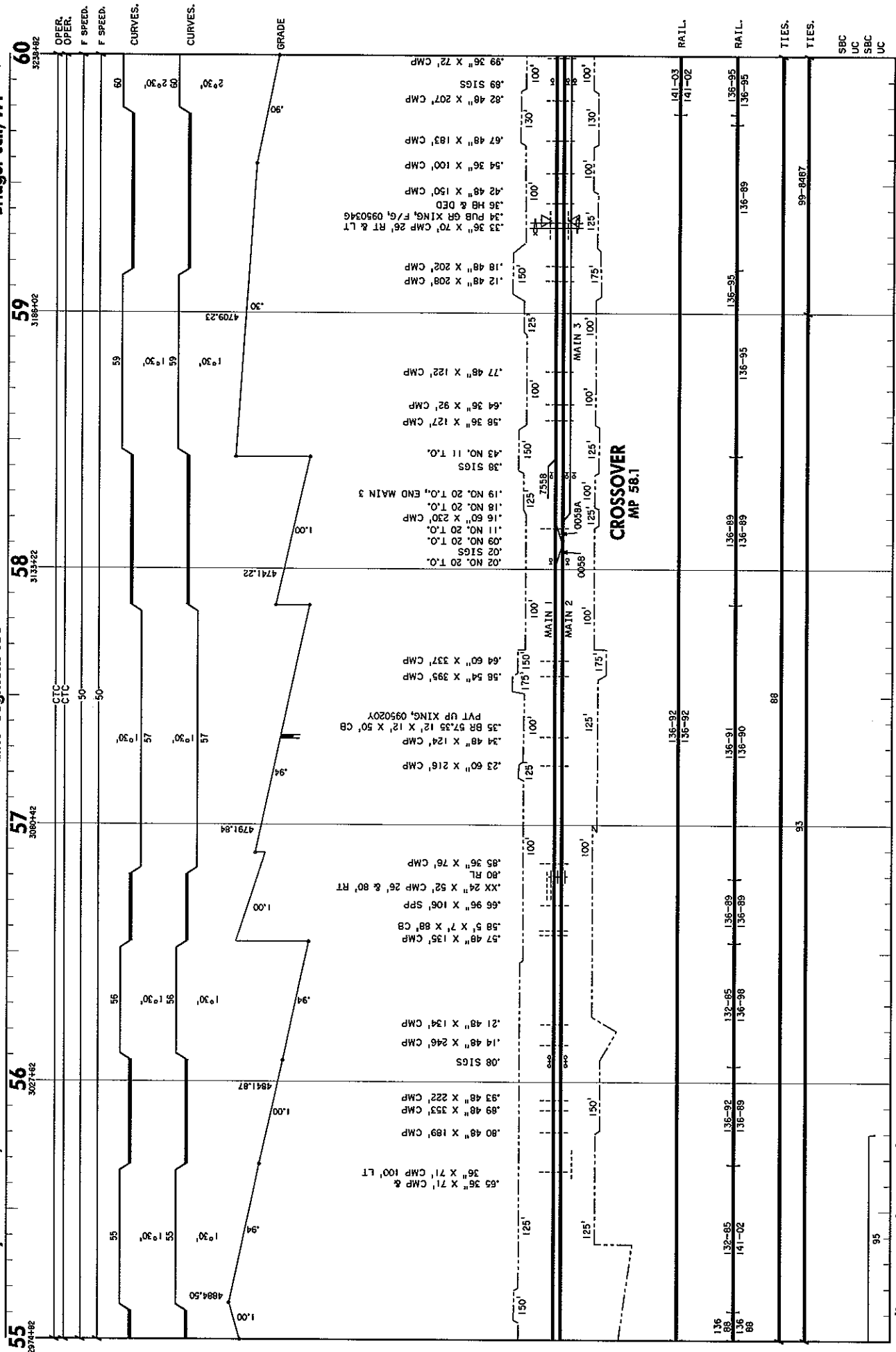
Burlington Northern and Santa Fe Railway Company

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY

12



Burlington Northern and Santa Fe Railway Company

ORI012.DGN Revised 03/26/2004

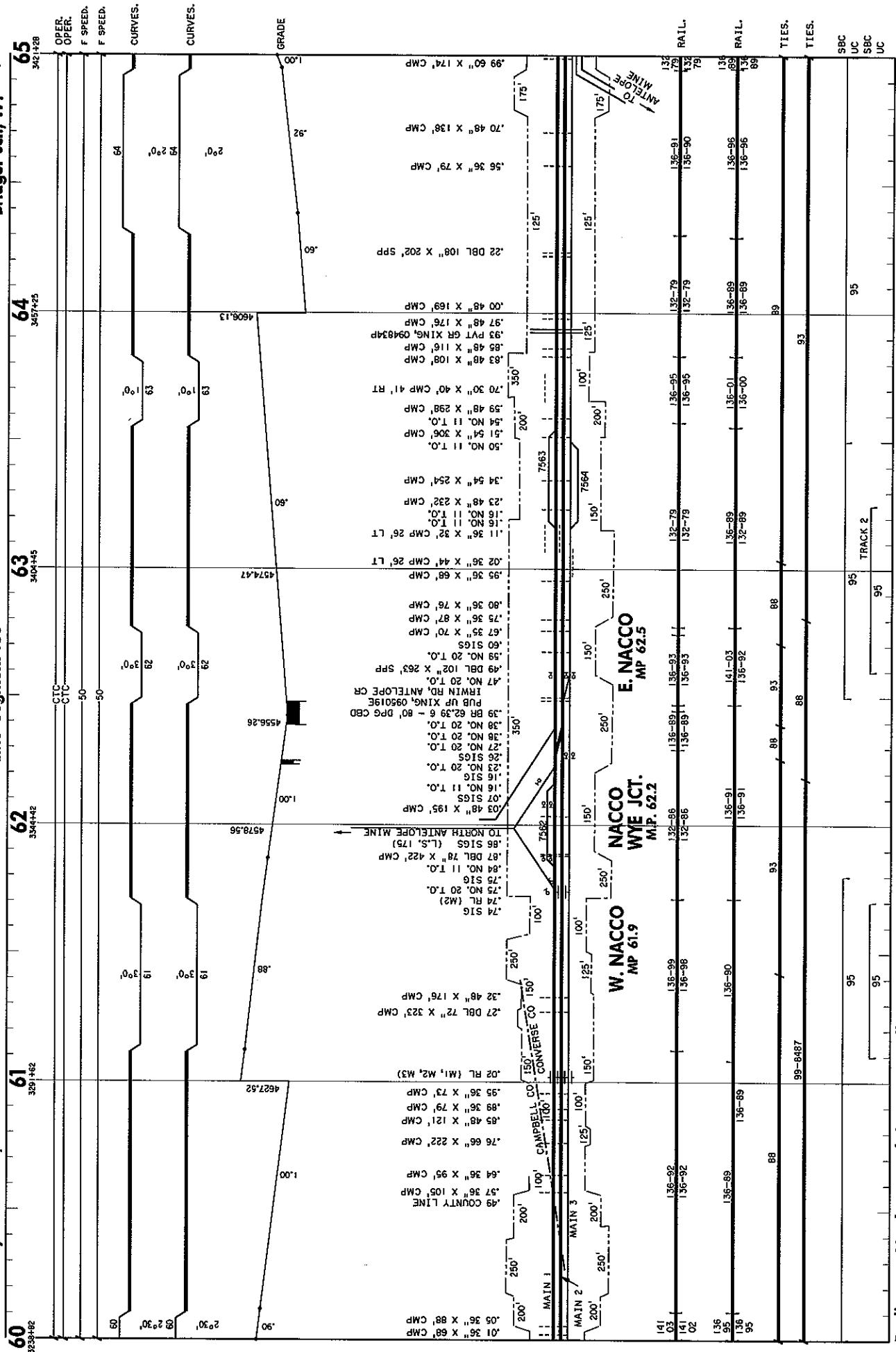
Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY

13



Burlington Northern and Santa Fe Railway Company

OR0103.DGN Revised 03/26/2004

Orin Subdivision

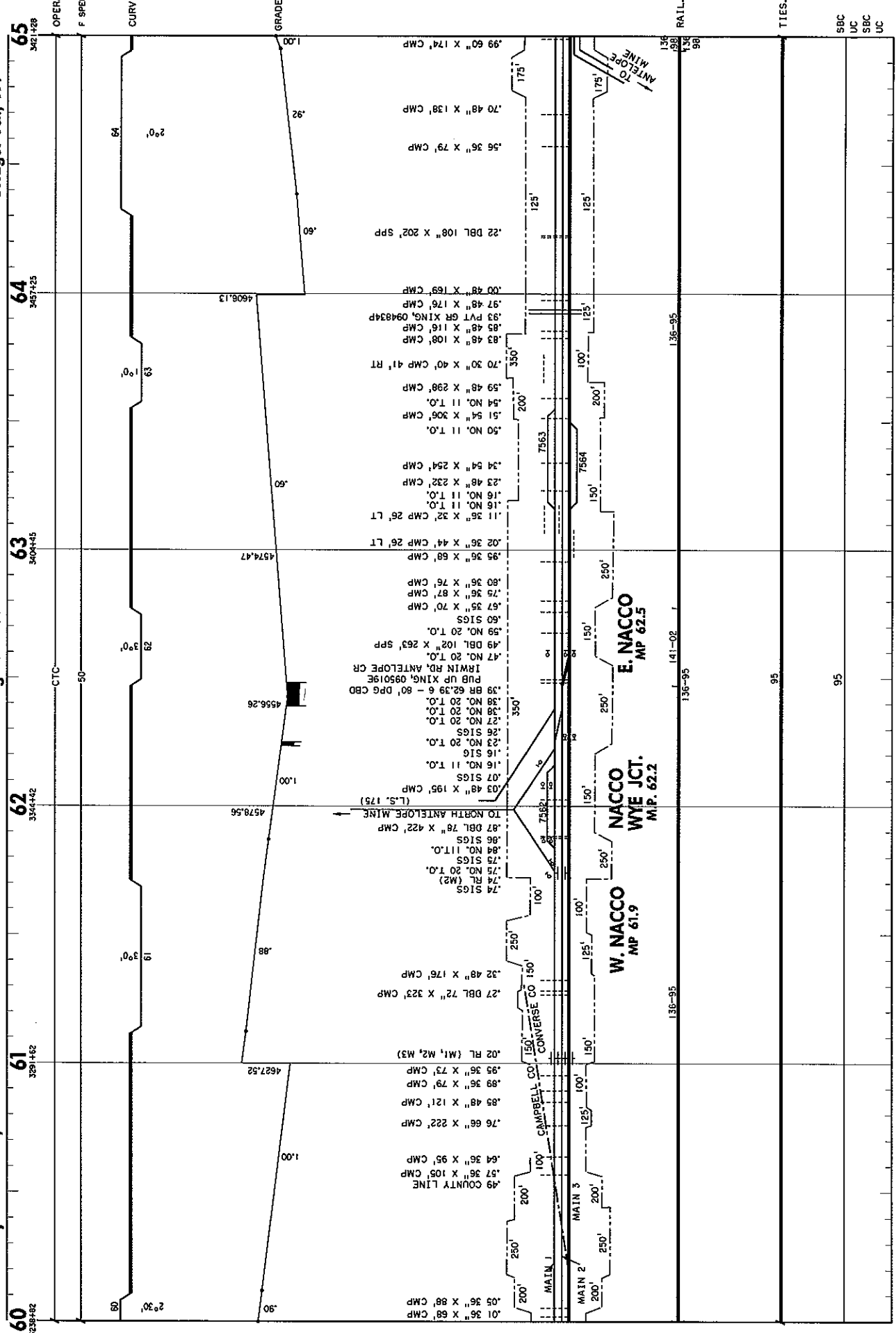
13A

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY

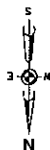
EB



Burlington Northern and Santa Fe Railway Company

OR013A.DGN Revised 03262004

Orin Subdivision



NORTH ANTELOPE MINE, WY
ROCHELLE MINE, WY
(Station No. 33159)

NORTH ANTELOPE
COAL CO

(ROCHELLE)
LOADOUTS

ROCHELLE SCALE

60

61

MAIN 1
MAIN 2
MAIN 3

W NACCO, WY

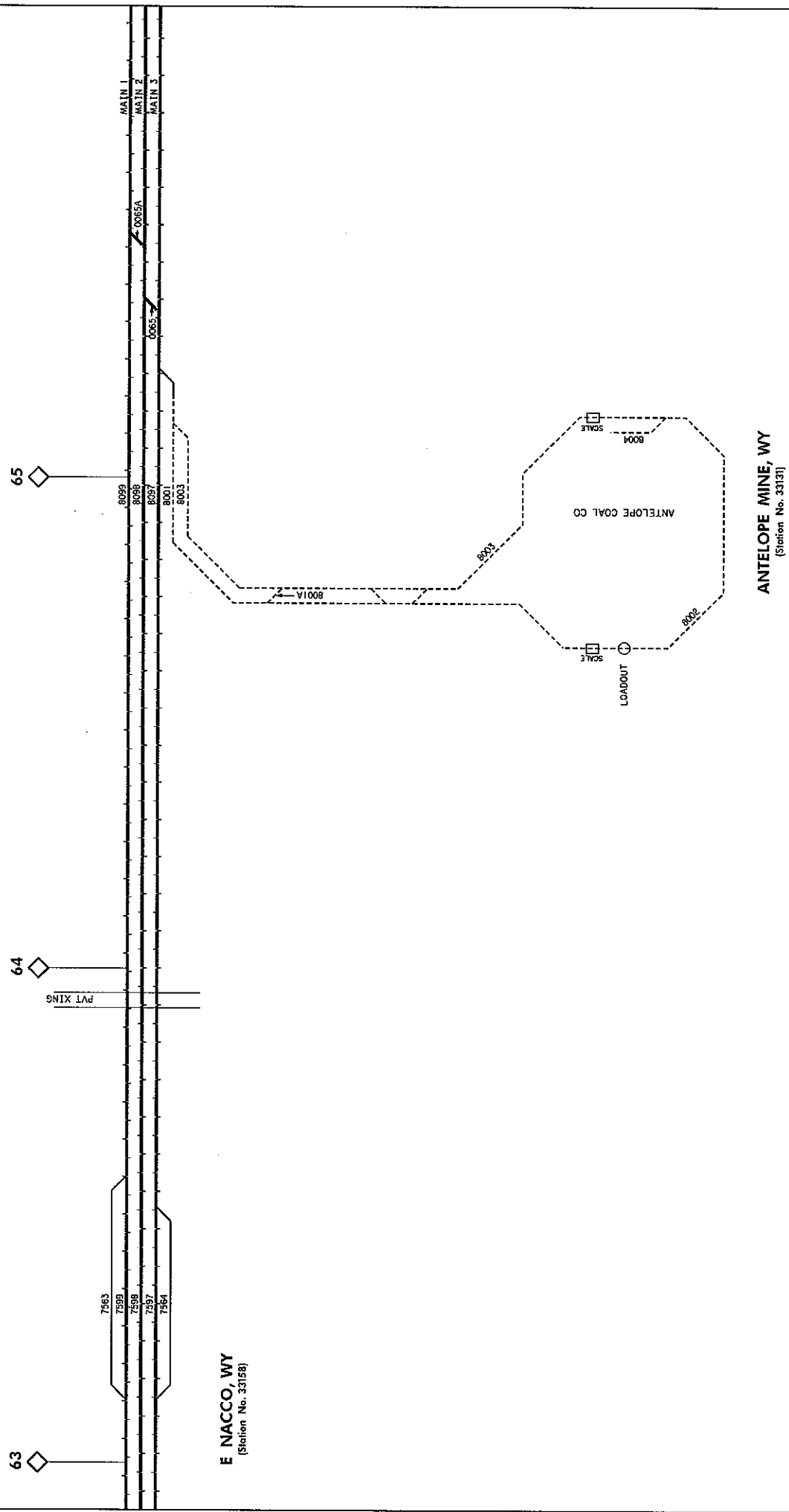
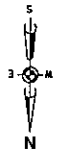
NACCO WYE JCT, WY
Orin Subdivision

BNSF OWNED & MAINT
 INDUSTRY OWNED & BNSF MAINT
 IND OWNED & MAINT
 LEASE
 TRACKAGE RIGHTS
 FOREIGN TRACK
 JOINT FACILITIES



YARD SEGMENT: ##	REVISED: 03/25/2004
STATION ABBR: NACJCT	TRK CHT: OR1013B-T.DGN
FSAC: 33158	TEAM: NACC75029.DGN
ZONE: 75	

* UNKNOWN TRACK NUMBER

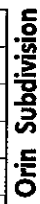


BNSF OWNED & MAINT
INDUSTRY OWNED & BNSF MAINT
IND OWNED & MAINT
LEASE
TRACAGE RIGHTS
FOREIGN TRACK
JOINT FACILITIES

CONVERSE JCT, WY Orin Subdivision

* UNKNOWN TRACK NUMBER

YARD SEGMENT: ###	REVISED: 03/25/2004
STATION ABBR: CONJCT	TRK CHT: OR1013C-T.DGN
FSAC: 33160	TEAM: CONVT5031.DGN
ZONE: 75, 80	



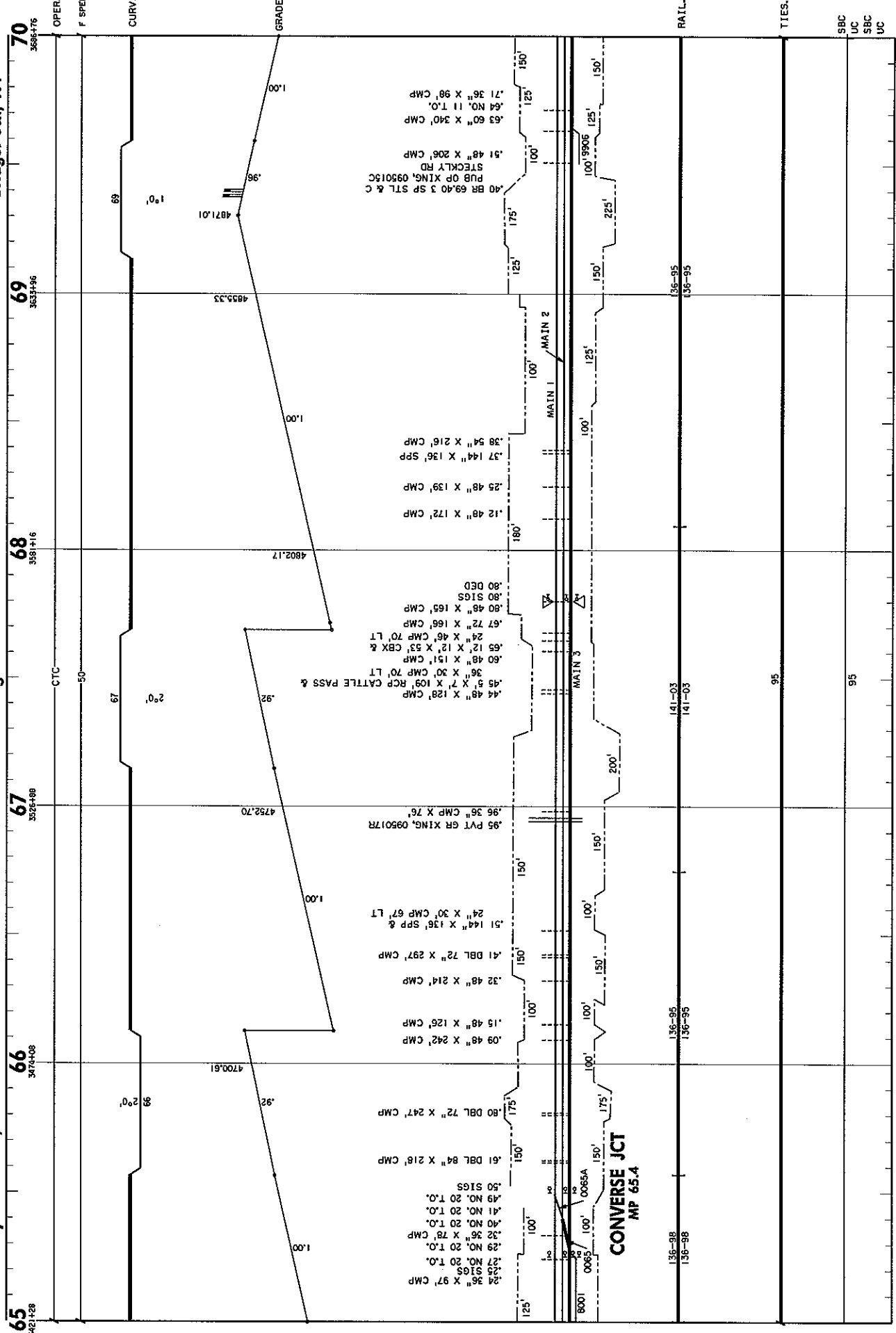
14A

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY

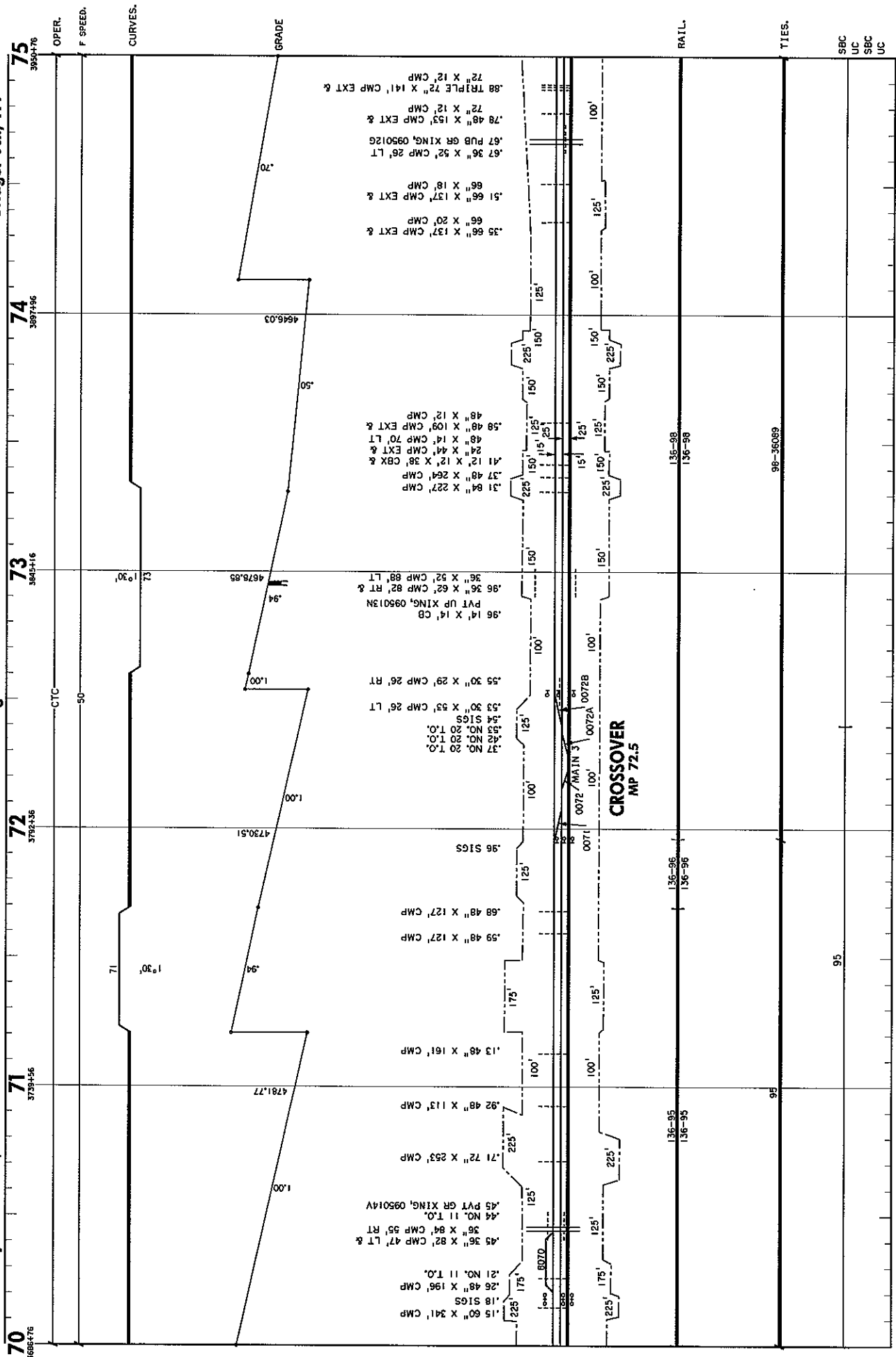
EB



Burlington Northern and Santa Fe Railway Company

ORI014A.DGN Revised 03/26/2004

Orin Subdivision



WB Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY

16A

75
3950+76

76
4003+58

77
4036+36

78
4109+16

79
4161+42

80
4214+13

OPER.

F. SPEED.

CURVES.

GRADE

RAIL

TIES.

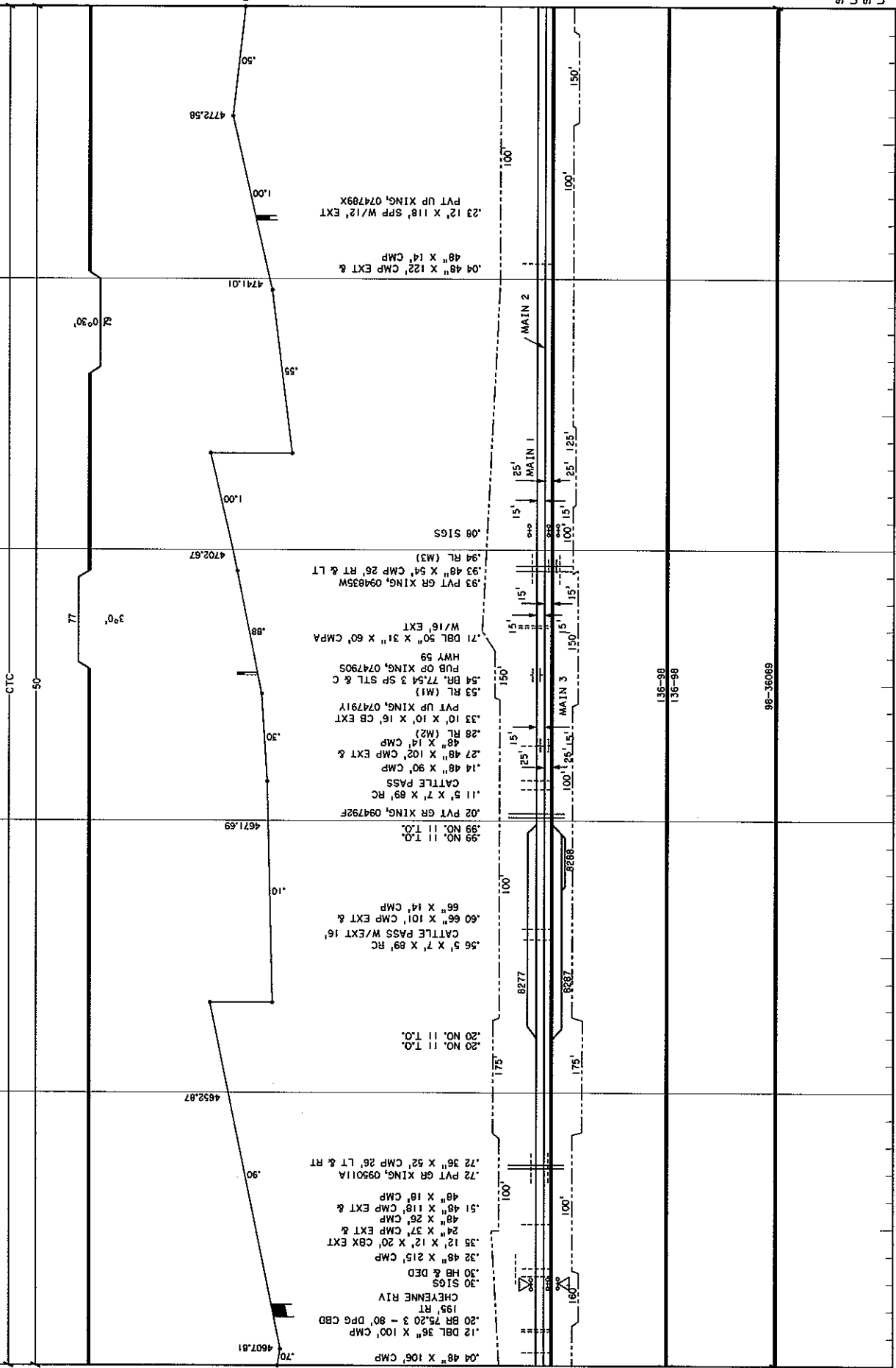
SBC
UC
SBC
UC

Burlington Northern and Santa Fe Railway Company

ORI016A.DGN

Revised 03/26/2004

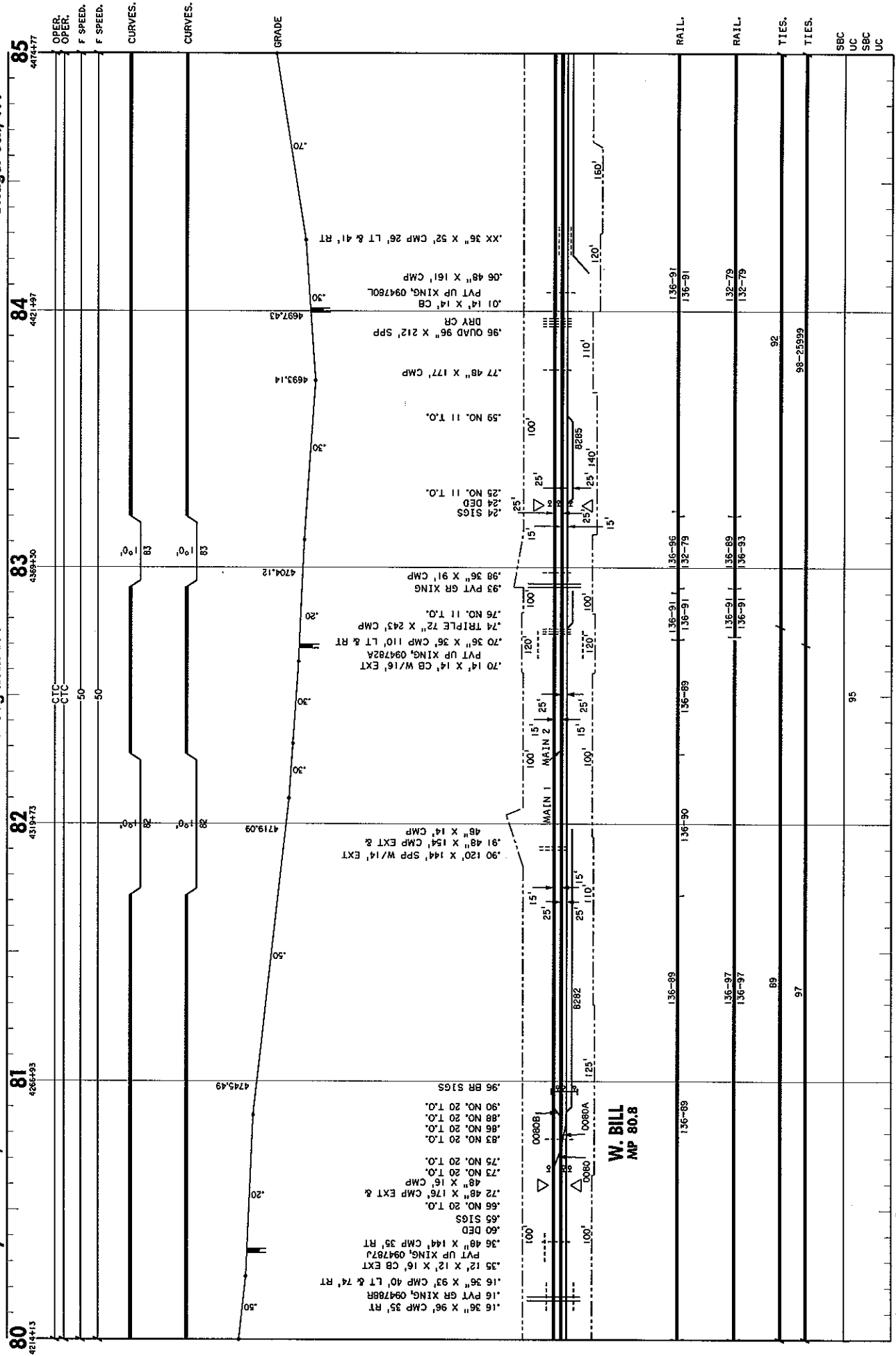
Orin Subdivision



WB Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



Burlington Northern and Santa Fe Railway Company

ORI017.DGN Revised 03/26/2004

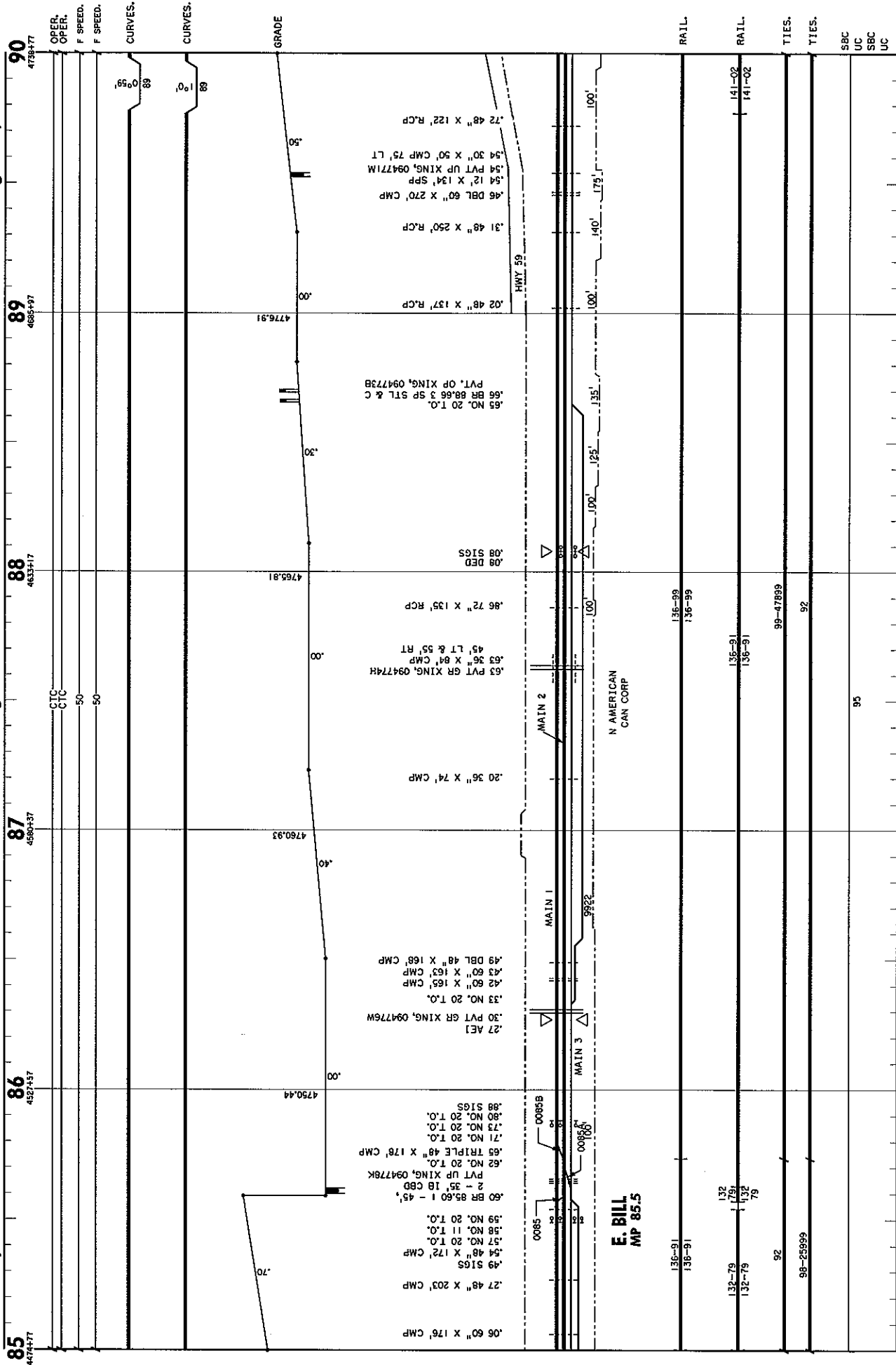
Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY

18



Burlington Northern and Santa Fe Railway Company

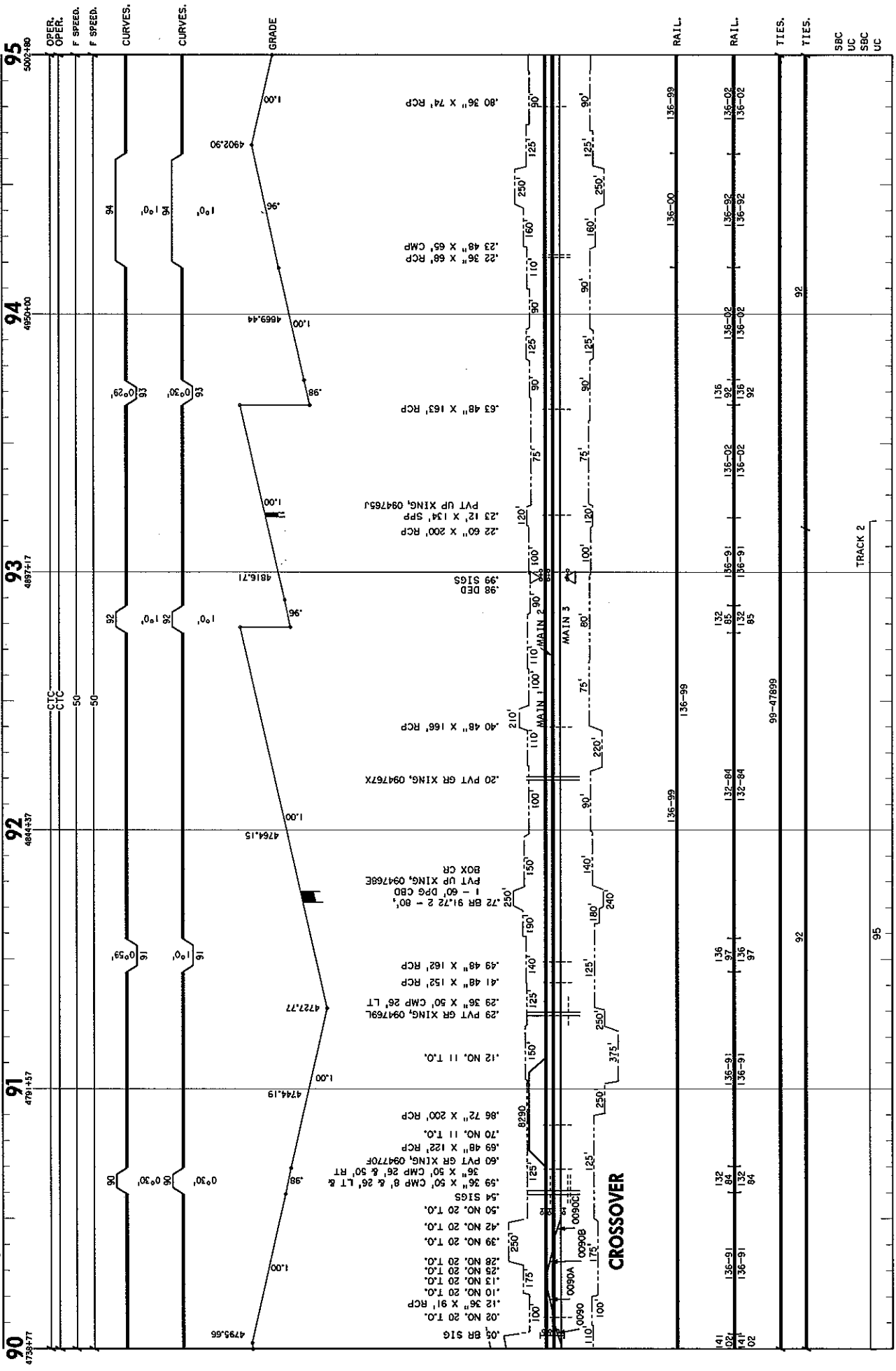
OR018.DGN Revised 03/26/2004

Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



Burlington Northern and Santa Fe Railway Company

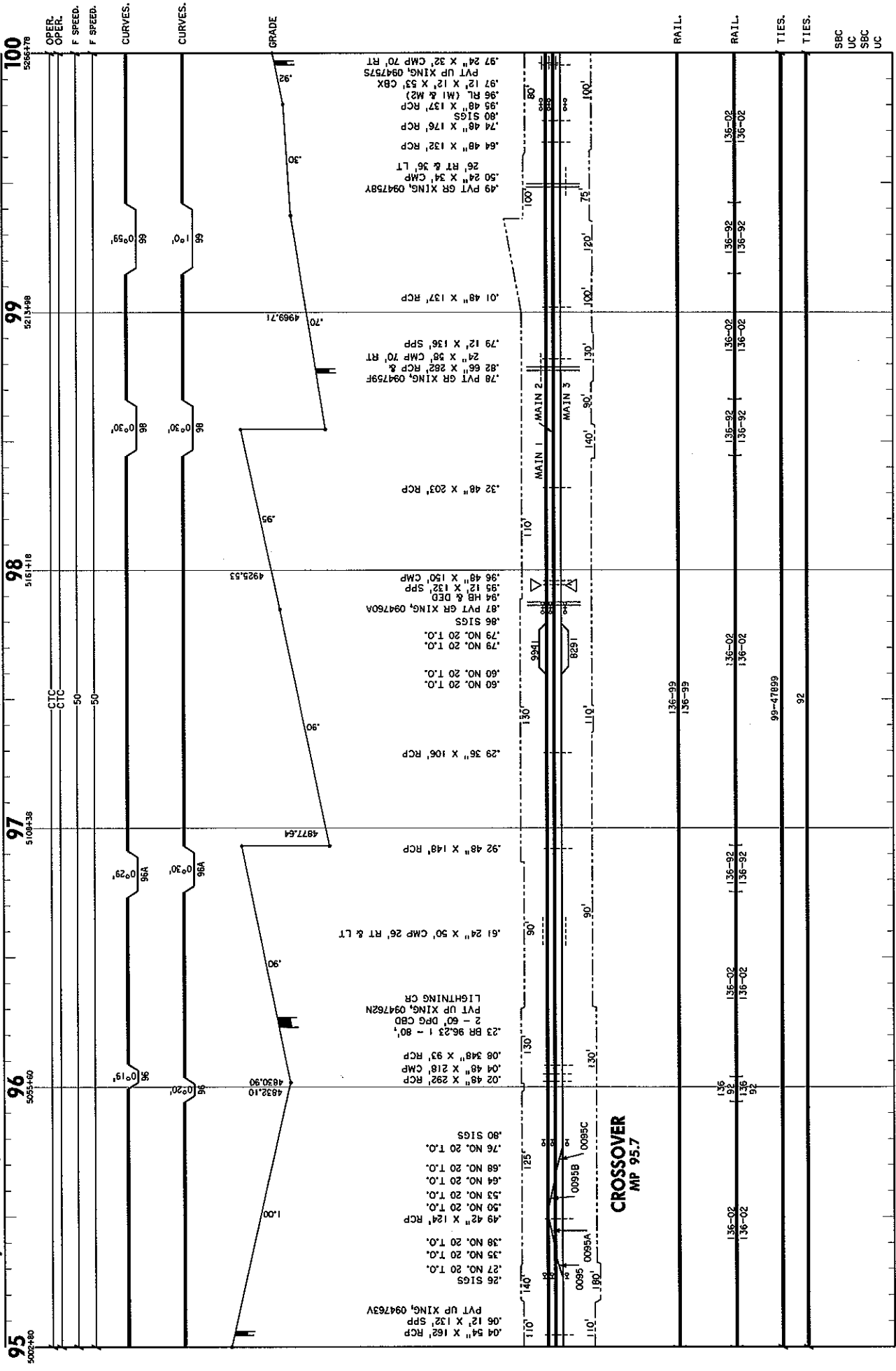
Revised 03/26/2004

Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

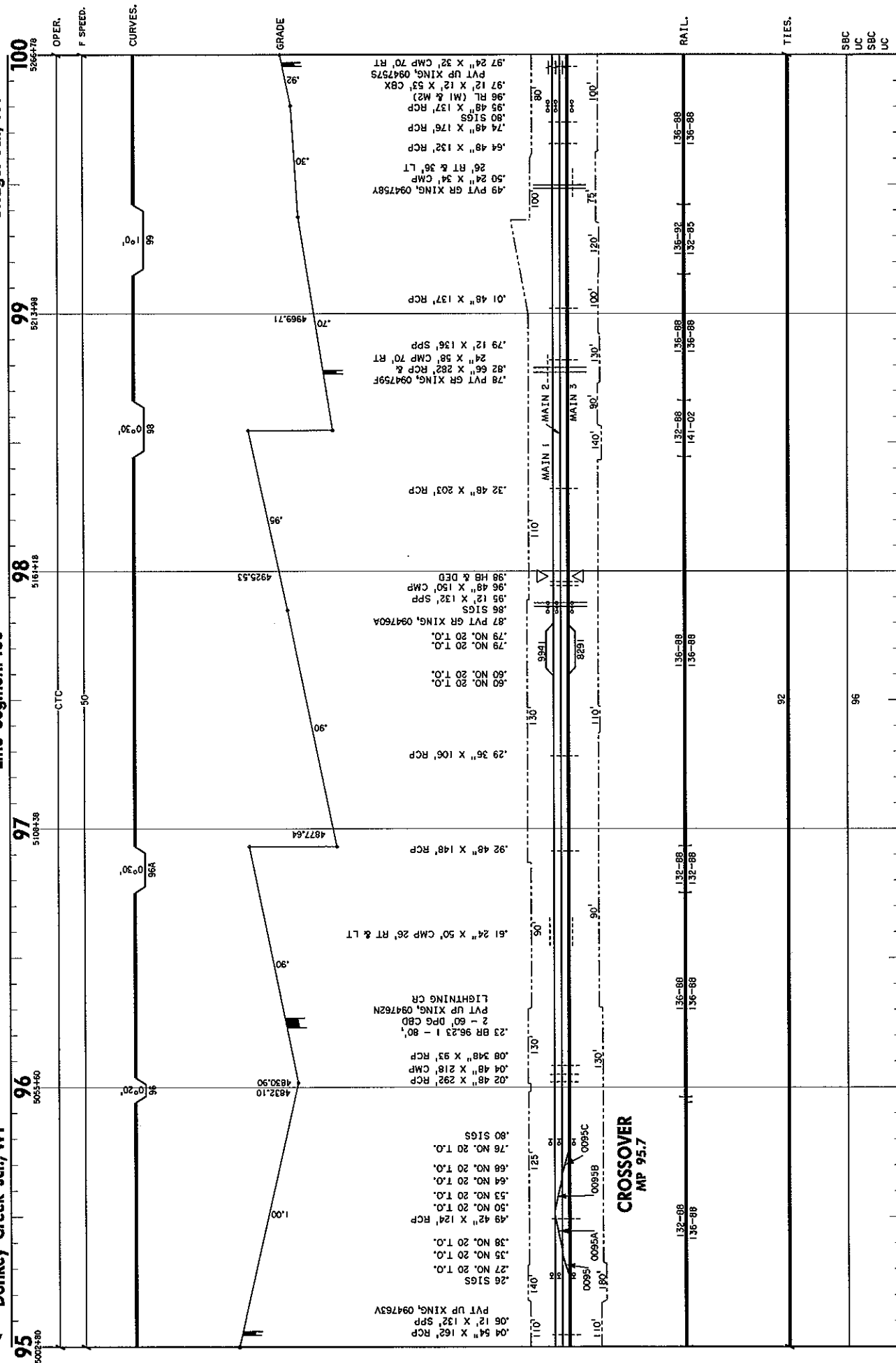
Bridger Jct., WY



Burlington Northern and Santa Fe Railway Company

OR020.DGN Revised 03/26/2004

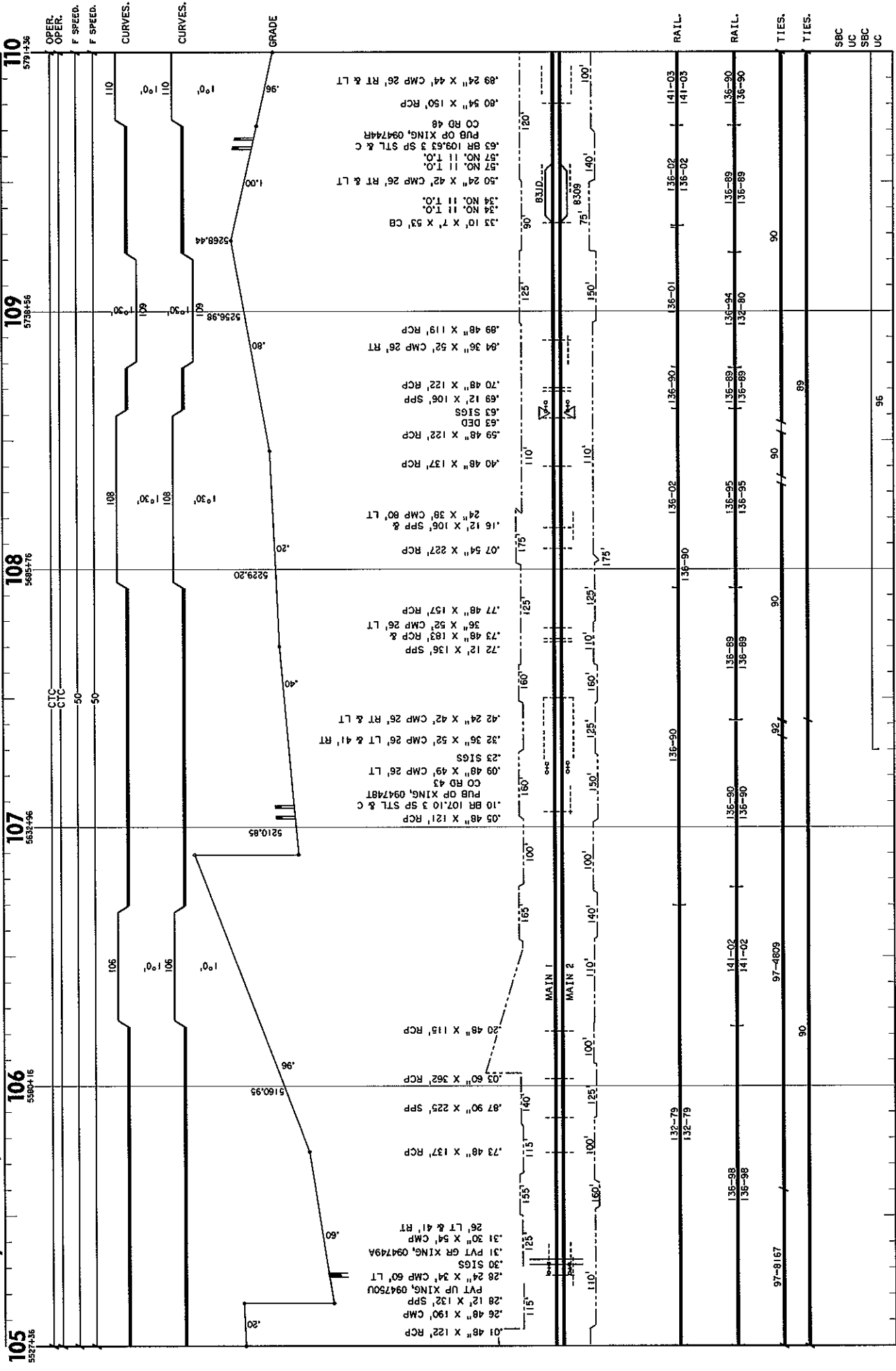
Orin Subdivision



WB Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



Burlington Northern and Santa Fe Railway Company

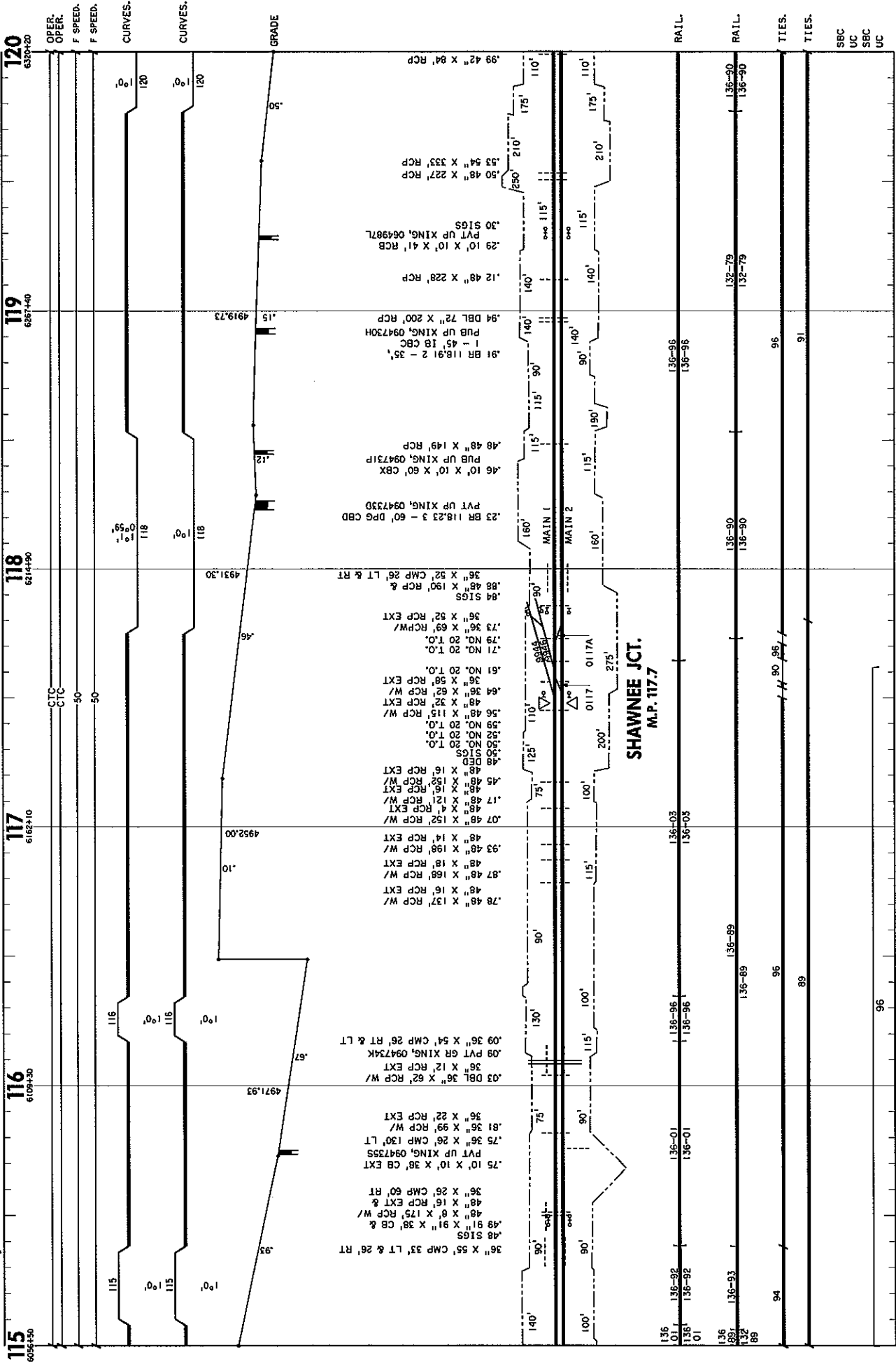
OR022.DGN Revised 03/26/2004

Orin Subdivision

WB Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



Burlington Northern and Santa Fe Railway Company

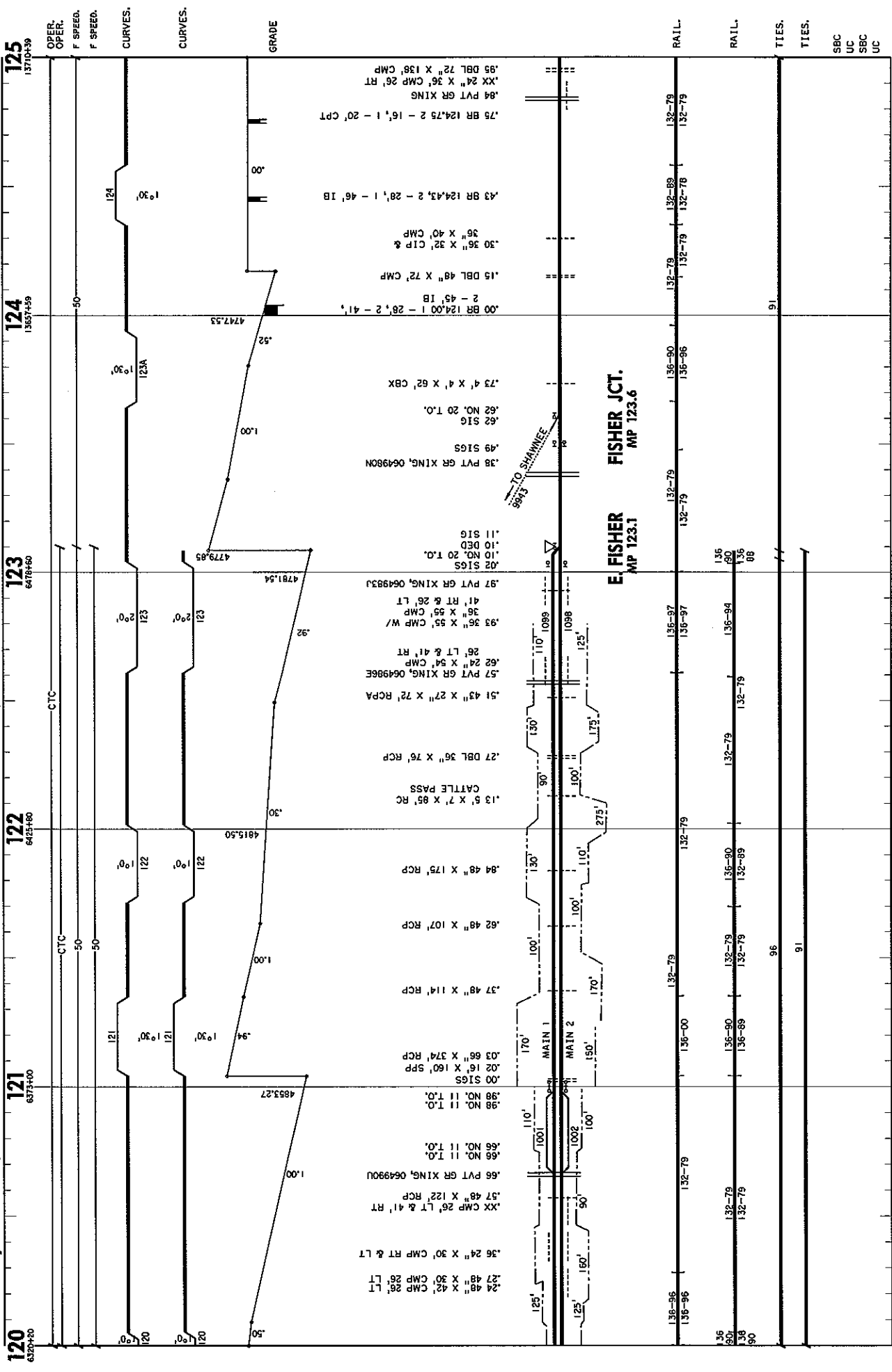
OR1024.DGN Revised 03/26/2004

Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



Burlington Northern and Santa Fe Railway Company

OR1025.DGN Revised 03/26/2004

Orin Subdivision

BNSF



Track Chart

Canyon Subdivision

East Guernsey, WY (M.P. 90.4) to Bridger Jct., WY (M.P. 133.2)

See each page for latest revised date

To view on the intranet or print this Track Chart go to:
<http://kcintvdpd0001.iss.bnr.com/maprec/mapsrehome.htm>

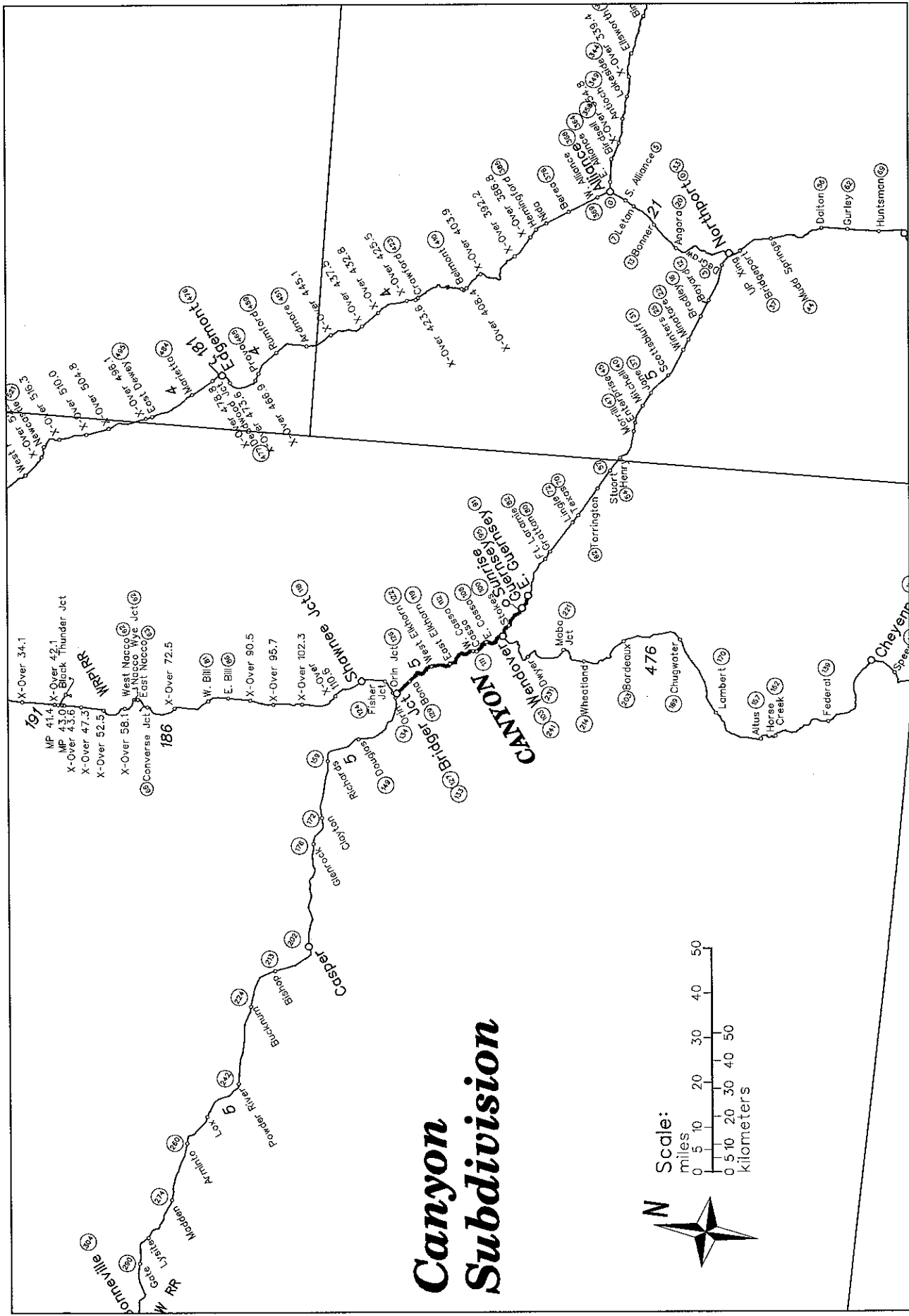
Notes:

To order this Track Chart in Sourcenet or
Millennium, use: 1374052

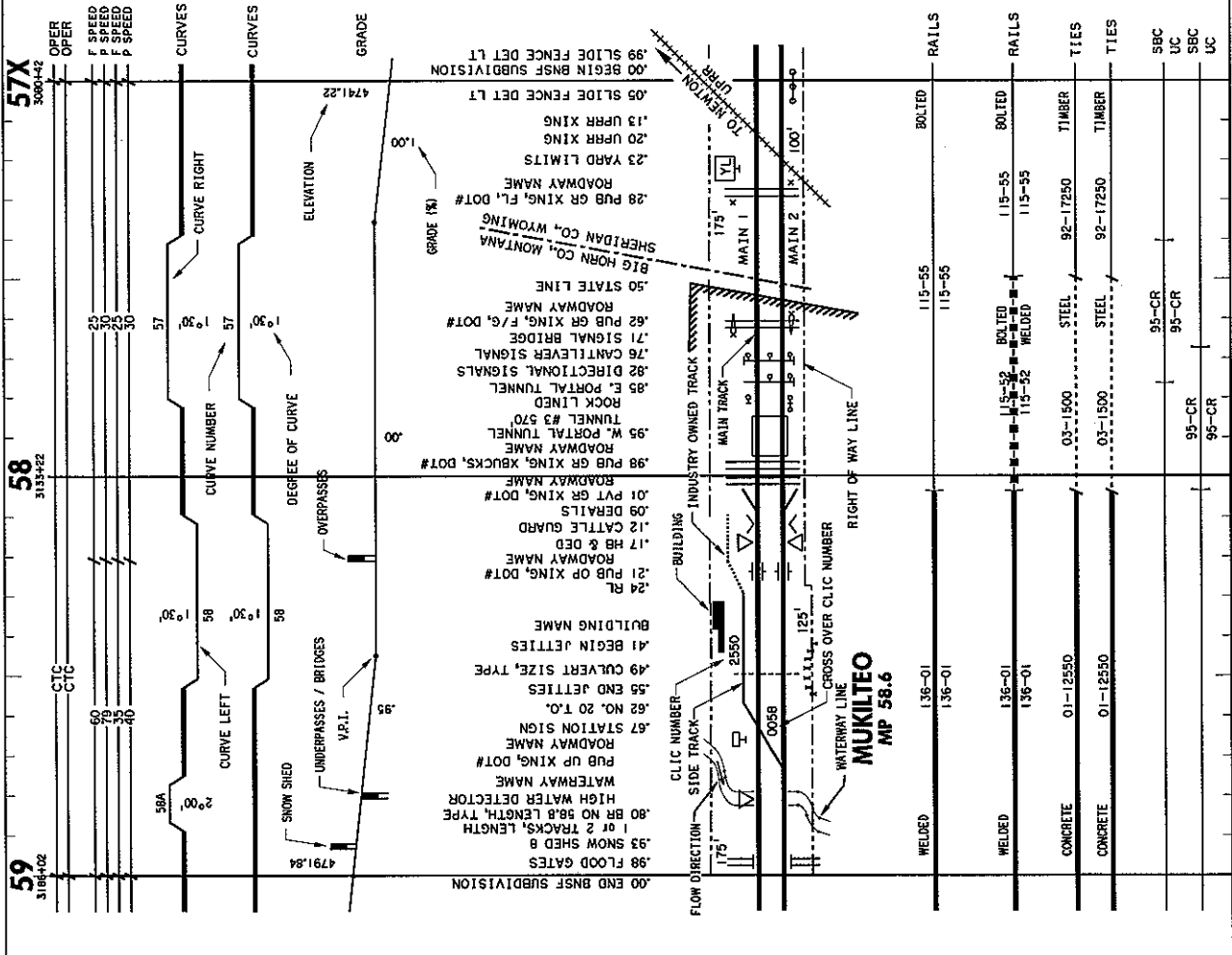
If you have any corrections or changes to these pages,
either mail to the Manager of Maps and Records at
4515 Kansas Ave., Kansas City, KS 66106 or FAX to
913-551-4285. Mailing is preferred.

DES000.DGN

BNSF System Maintenance and Planning



← Timetable Subdivision Terminus West Line Segment Number Timetable Subdivision Terminus East →



TRACK CHART FEATURE LEGEND

- NOTES**
TRACK NUMBERS MAY NOT BE AVAILABLE FOR ALL TRACKS
TRACK NUMBERS MARKED WITH AN * ARE UNKNOWN
THE MILEPOST LOCATION OF A BRIDGE IS THE LOW MILEPOST END OF THE BRIDGE.
- BRIDGES**
GRADE IS SHOWN PERIODICALLY WHERE THE GRADE CHANGES ARE TOO NUMEROUS OVER SHORT DISTANCES TO CLEARLY SHOW.
- GRADE**
SIGNIFICANTLY LONG OR SHORT MILES ARE NOTED WITH THEIR RESPECTIVE EQUATIONS.
ALPHA CHARACTER MILEPOST INDICATE DUPLICATION OF NUMBERS WITHIN A SUB OR MAIN 1 HAS DIFFERENT ALIGNMENT THAN MAIN 2.
- MILEPOST**
MAIN LINES ARE SHOWN WITH A BOLD LINE.
WELDED RAIL IS SHOWN WITH A BOLD LINE. BOLTED RAIL IS SHOWN WITH A THIN LINE.
- RAIL**
CONCRETE TIES ARE SHOWN WITH A BOLD LINE. TIMBER TIES ARE SHOWN WITH A THIN LINE.
- TIES**
SCALE
HORIZONTAL: 2"=1 MILE (1 MILE MAY NOT EQUAL 5280') VERTICAL: NONE
- SYMBOLS**
RAIL LUBRICATOR
SIGNALS:
BRIDGE
CANTILEVER
ROAD CROSSINGS:
D.O.I. NUMBER, AS SHOWN ON PUBLIC AND PRIVATE CROSSINGS
ROAD CROSSING WARNING DEVICE, FLASHING SIGNALS WITH AUTOMATIC GATES
ROAD CROSSING WARNING DEVICE, FLASHING SIGNALS
SLIDE DETECTOR FENCE OR VERTICAL MOVEMENT DETECTOR SYSTEM
DETECTORS:
ABD - ACOUSTIC BEARING DETECTOR
AET - AUTOMATIC EQUIPMENT IDENTIFICATION READER
BFD - BROKEN FLANGE DETECTOR
SLD - SHIFTED LOAD DETECTOR
HSD - HIGH SPEED DETECTOR
HWD - HIGH WATER DETECTOR
TPD - TRACK PERFORMANCE DETECTOR
WILD - WHEEL IMPACT LOAD DETECTOR
- STATION SIGN**
YARD LIMIT SIGN
CATTLE GUARD
CULVERT
TUNNEL OR SNOW SHED
JETTIES
FLOOD GATE
DERAIL
CITY LIMITS
RIGHT OF WAY LINE *
- PLAN**
FOREIGN LINE
RIGHT-OF-WAY LINE
RIGHT-OF-WAY DIMENSION
MAIN 1
MAIN 2
RIGHT-OF-WAY DIMENSION
RIGHT-OF-WAY LINE
STATION NAME
STATION MILEPOST
WEIGHT - YEAR
MAIN 1 OR 3 - RAIL TYPE
WEIGHT - YEAR
WEIGHT - YEAR
MAIN 2 OR 4 - RAIL TYPE
WEIGHT - YEAR
MAIN 1 OR 3 - YEAR-NUMBER INSTALLED
MAIN 2 OR 4 - YEAR-NUMBER INSTALLED
SHOULDER BALLAST CLEANING YEAR
MAIN 1 OR 3
UNDERCUT YEAR
SHOULDER BALLAST CLEANING YEAR
MAIN 2 OR 4
UNDERCUT YEAR

TRACK CHART ABBREVIATION LEGEND

BRIDGES & CULVERTS

A	ARCH	RCA	REINFORCED CONCRETE ARCH
AB	ABUTMENT	RCB	REINFORCED CONCRETE BOX
AP	APPROACH	RCP	REINFORCED CONCRETE PIPE
AR	ARCH	RCT	REINFORCED CONCRETE TRESTLE
ARM TL	ARMCO TUNNEL LINER	RO WD	REDWOOD
B	BOX	RSB	REINFORCED STONE BOX
BASC	BASCULE	RTB	RAIL TRACK BOX
BD	BALLAST DECK	RTCB	RAIL TOP CONCRETE BOX
BDPT	BALLAST DECK PILE TRESTLE - WOOD	RTSB	RAIL TOP STONE BOX
BR	BRIDGE	SA	STEEL ARCH
BRK	BRICK	SBG	STEEL BOX GIRDER
BX	BOX	SP	STEEL PIPE
C	CONCRETE	SPP	STEEL PLATE PIPE
CA	CONCRETE ARCH	SSC	STEEL STRINGERS & CAPS
CB	CONCRETE BOX	SSP	STRUCTURAL STEEL PIPE
CBG	CONCRETE BOX GIRDER	STA	STONE ARCH
CCTS	COMBINATION CONCRETE & TIMBER SLAB	STB	STONE BOX
CG	CONCRETE "I" GIRDER	STO	STONE
CIP	CAST IRON PIPE	T	TILE
CMA	CORRUGATED METAL ARCH	TBX	TIMBER BOX
CMP	CORRUGATED METAL PIPE	TDBX	THRU VOID, DBL. CELL PRES. CONC. BEAM OR GIRDER
CTG	CONCRETE "I" GIRDER	TL	TUNNEL LINER
CP	CONCRETE PIPE	THG	THRU GIRDER
CUL	CULVERT	THT	THRU TIMBER TRUSS
DBL	DOUBLE	TPLG	THRU PLATE LATTICE GIRDER
DG	DECK GIRDER	TP	TILE PIPE
DGP	DECK PLATE GIRDER	TPCT	THRU PIN CONNECTED TRUSS
DPLG	DECK PLATE LATTICE GIRDER	TPG	THRU PLATE GIRDER
DPCT	DECK PIN CONNECTED TRUSS	TR	TREATED
DR SP	DRAW SPAN	TR	T-RAIL
DRT	DECK RIVETED TRUSS	TPL	TRIPLE
DS	SWING SPAN	TRT	THRU RIVETED TRUSS
DT	DECK TRUSS	TSBX	THRU VOIDED-SINGLE CELL PRESTRESSED CONCRETE BEAM OR GIRDER
EXT	EXTENSION	VIT P	VITRIFIED PIPE
FT	FRAME TRESTLE - WOOD	VP	VITRIFIED PIPE
FTG	FOOTING	VTEE	VOIDED PRESTRESSED CONC. TEE GIRDER
GCIP	GALVANIZED CORRUGATED IRON PIPE	VTP	VITRIFIED TILE PIPE
GIP	GALVANIZED IRON PIPE	WB	WOOD BOX
IB	"I" BEAM OR GIRDER BEAM SPAN	WD	WOOD
I BM	"I" BEAM	WF	WIDE FLANGE BEAM SPAN
LG	LONG	WP	WOOD PIPE
LS	LIFT SPAN	WR I P	WROUGHT IRON PIPE
MPP	MULTI-PLATE PIPE		
MSY	MASONRY		
O	OVAL		
OCF	OVAL CONCRETE PIPE		
OD	OPEN DECK		
OMP	OVAL METAL PIPE		
ORCP	OVAL REINFORCED CONCRETE PIPE		
PC	PRE-STRESSED CONCRETE		
PCMP	PERFORATED CORRUGATED CONCRETE PIPE		
PED	PEDESTAL		
PRT	PONY RIVETED TRUSS		
PT	PILE TRESTLE - WOOD		

TRACK & SIGNAL

ABS	AUTOMATIC BLOCK SIGNAL SYSTEM
ABD	ACOUSTIC BEARING DETECTOR
AEI	AUTOMATIC EQUIPMENT IDENTIFICATION READER
ATS	AUTOMATIC TRAIN STOPS
BFD	BROKEN FLANGE DETECTOR
BR SIG	BRIDGE SIGNAL
CANT SIG	CANTILEVER SIGNAL
CTC	CENTRALIZED TRAFFIC CONTROL
DED	DRAGGING EQUIPMENT DETECTOR
DESLD	DRAGGING EQUIP. & SHIFTED LOAD W/TOP DETECTOR
F	FREIGHT (SPEED)
F/G	FLASHING SIGNAL WITH AUTOMATIC GATES
FL	FLASHING SIGNAL
HB & DED	HOT BEARING & DRAGGING EQUIP. DETECTOR
HWD	HIGH WATER DETECTOR
INTLK	INTERLOCKING
I TOWER	INTERLOCKING TOWER
LS	LINE SEGMENT
MP	MILEPOST
NO.	NUMBER
OCS	OCCUPANCY CONTROL SYSTEM
OH	OVERHEAD
OOS	OUT OF SERVICE
P	PASSENGER (SPEED)
RES LIM	RESTRICTED LIMITS
RL	RAIL LUBRICATOR
SIGS	SIGNALS
SBC	SHOULDER BALLAST CLEANING
SLO	SHIFTED LOAD DETECTOR
SLD	SHIFTED LOAD WITH TOP DETECTOR
S SW	SPRING SWITCH
T.O.	TURNOUT
TRK	TRACK
TWC	TRACK WARRANT CONTROL
UC	UNDERCUT
WILD	WHEEL IMPACT LOAD DETECTOR
YL	YARD LIMIT

MISCELLANEOUS

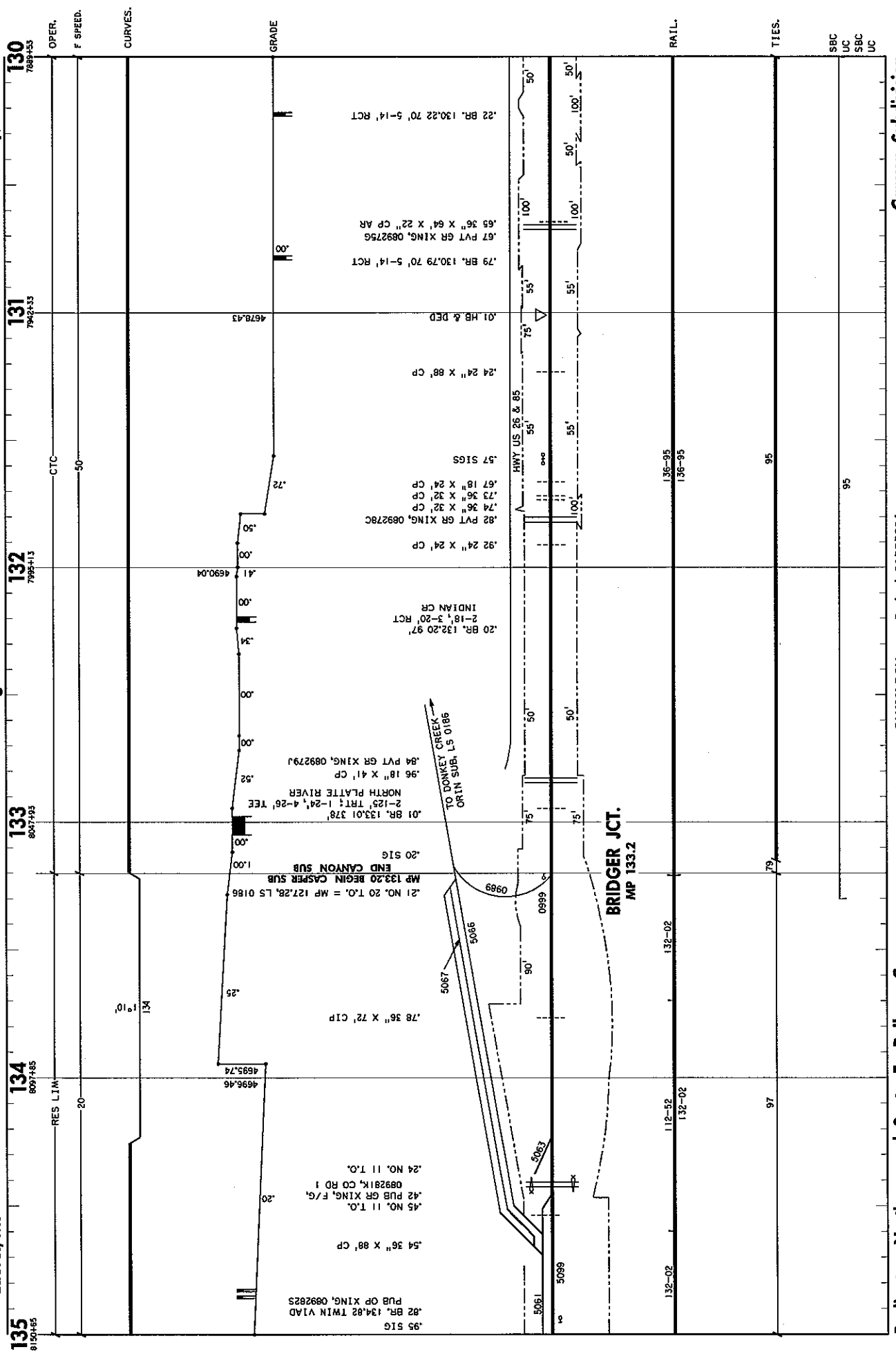
AVE	AVENUE
BLVD	BOULEVARD
CO	COUNTY
CONN	CONNECTION
CONST	CONSTRUCTED
CR	CREEK OR CRUSHED ROCK
DBL	DOUBLE
DIV	DIVISION
DR	DRIVE
E	EAST
EL	ELEVATION
F LT P	FLOOD LIGHT POLE
F LT T	FLOOD LIGHT TOWER
FRT	FREIGHT
GR	AT GRADE
HO	HOUSE
HWY	HIGHWAY
IND	INDUSTRY
JCT	JUNCTION
JOINT	JOINT
LT	LEFT
MAX	MAXIMUM
MTCE	MAINTENANCE
NO	NORTH
OH	OVERHEAD
OP	OVERPASS
PK	PEDESTRIAN
PO	PARKWAY
PSGR	POWER
PUB	PASSENGER
PVT	PUBLIC
RD	PRIVATE
RESERV	ROAD
RIV	RESERVOIR
RR	RIVER
RT	RAILROAD
RW	RIGHT
RW	RIGHT-OF-WAY
RY	RAILWAY
SEC	SECTION
SO	SOUTH
ST	STREET
STA	STATION
SUB	SUBDIVISION
TPL	TRIPLE
UP	UNDERPASS
W	WEST
YD	YARD
XBUCKS	CROSSBUCKS
XING	CROSSING

1

← Laurel, MT

Line Segment 5

East Guernsey, WY →

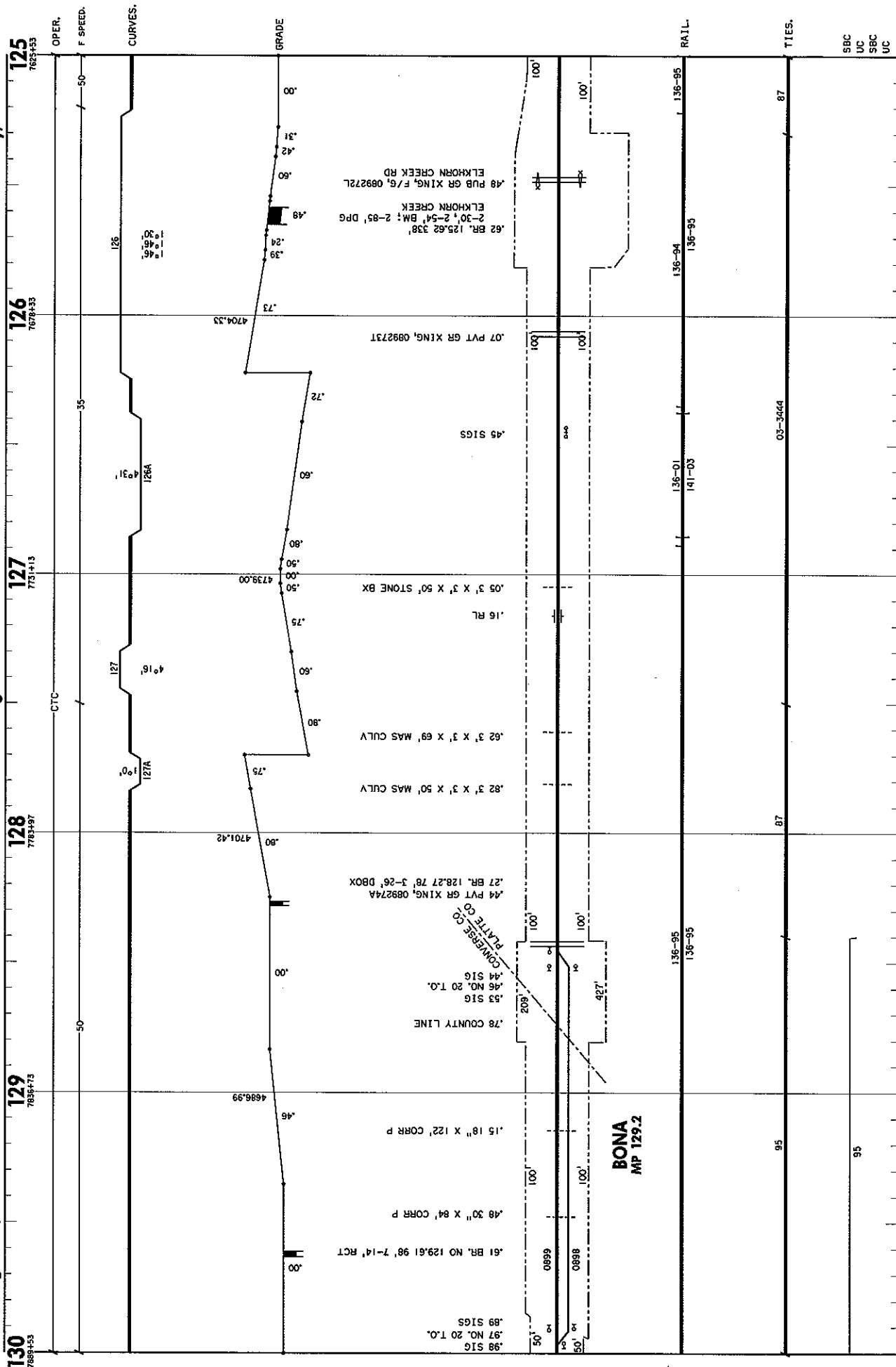


Burlington Northern and Santa Fe Railway Company

CAN001.DGN Revised: 06/25/2004

Canyon Subdivision

2



Burlington Northern and Santa Fe Railway Company

CAN002.DGN

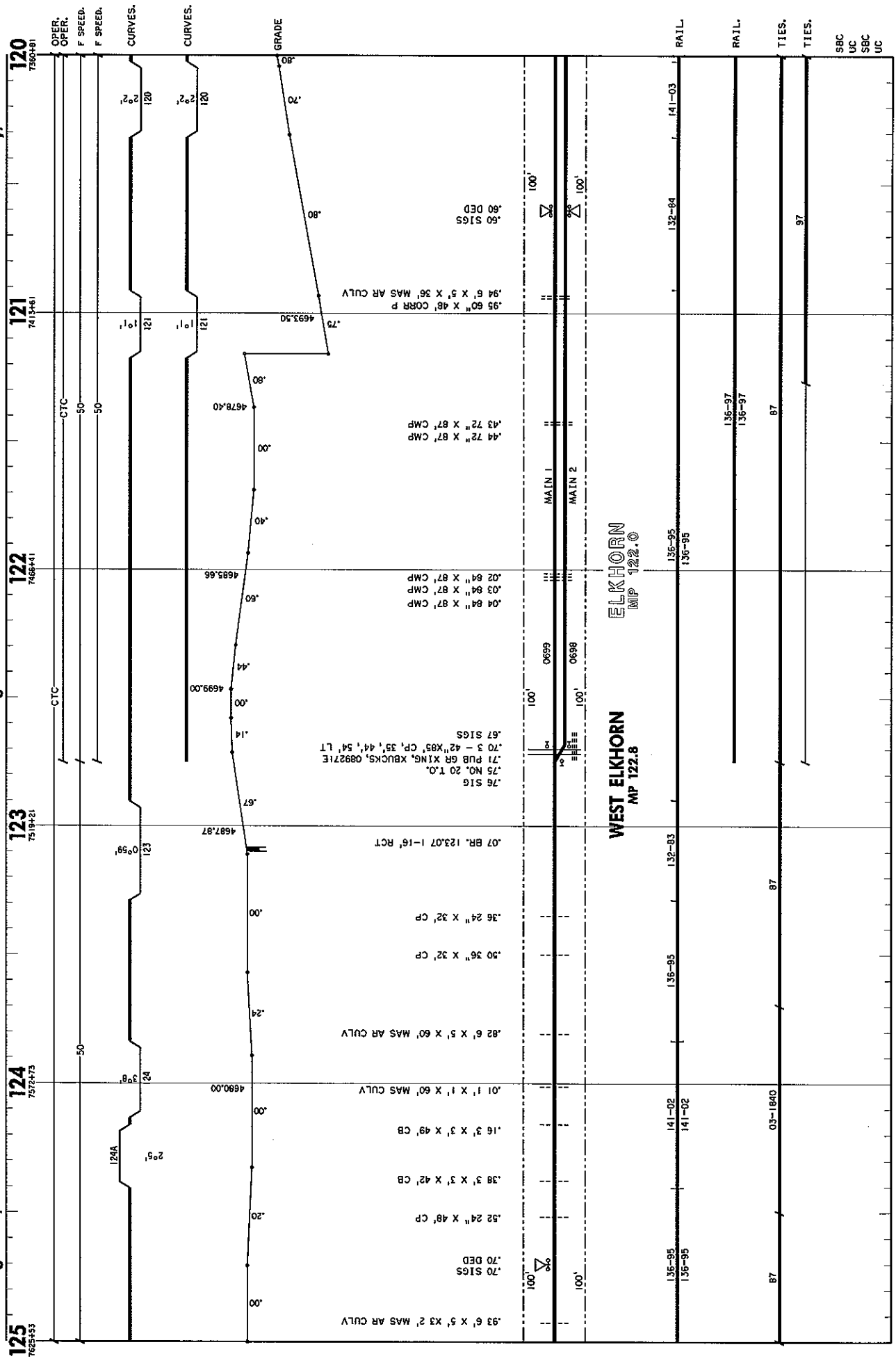
Revised: 06/25/2004

Canyon Subdivision

← Bridger Jct., WY

Line Segment 5

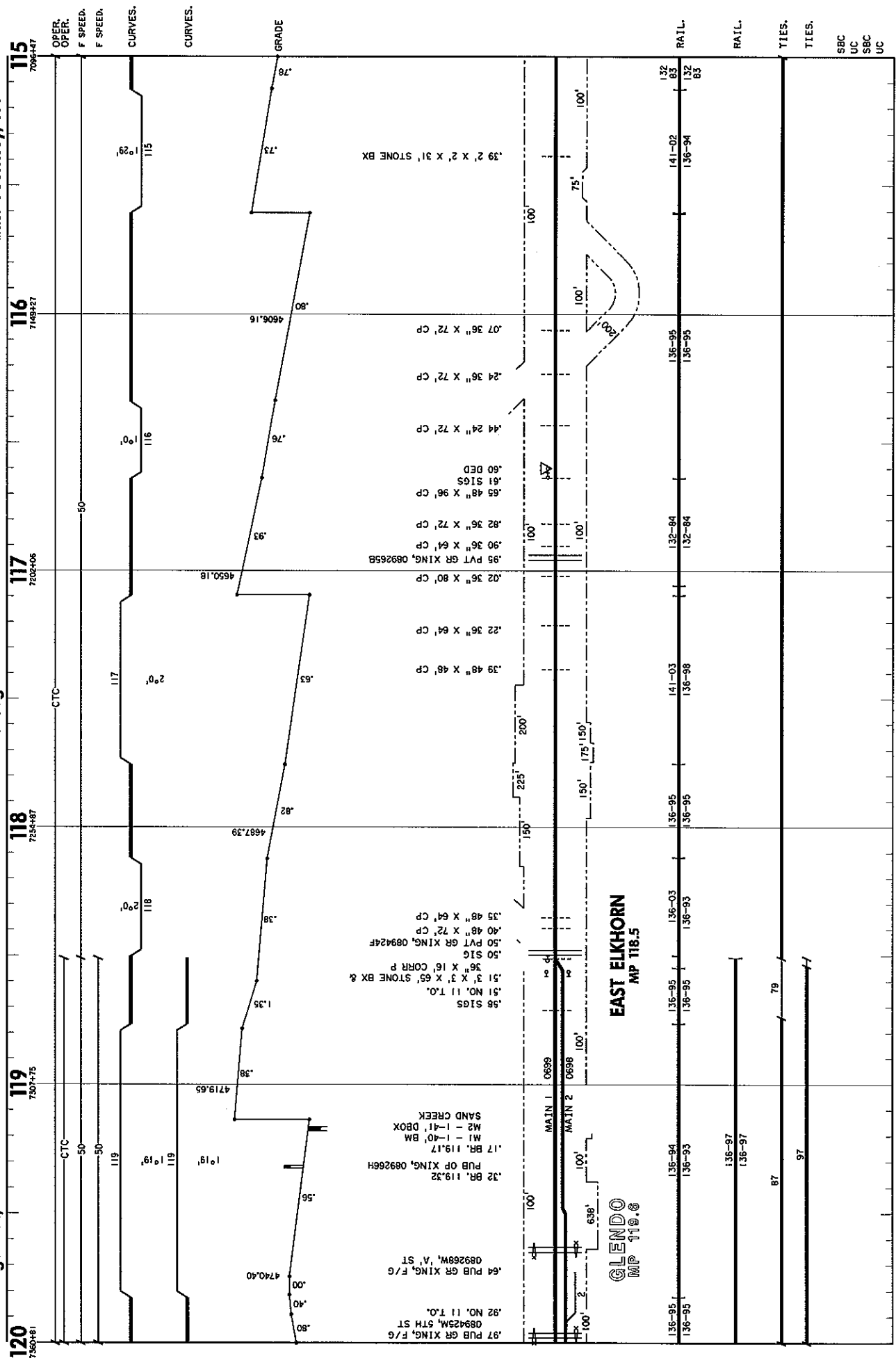
East Guernsey, WY →



← Bridger Jct., WY

Line Segment 5

East Guernsey, WY →



Burlington Northern and Santa Fe Railway Company

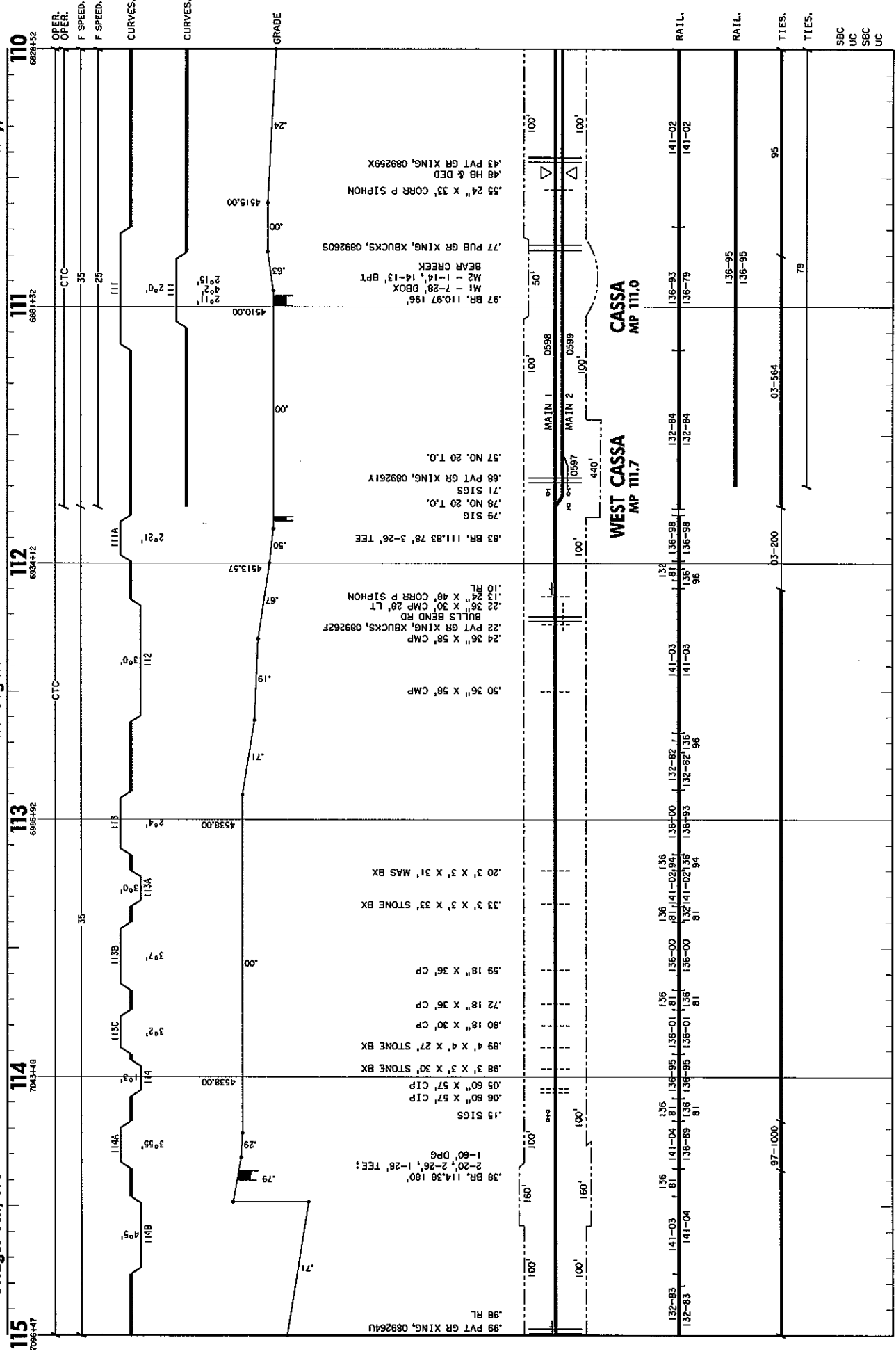
CAN004.DGN Revised: 06/25/2004

Canyon Subdivision

← Bridger Jct., WY

Line Segment 5

East Guernsey, WY →



Burlington Northern and Santa Fe Railway Company

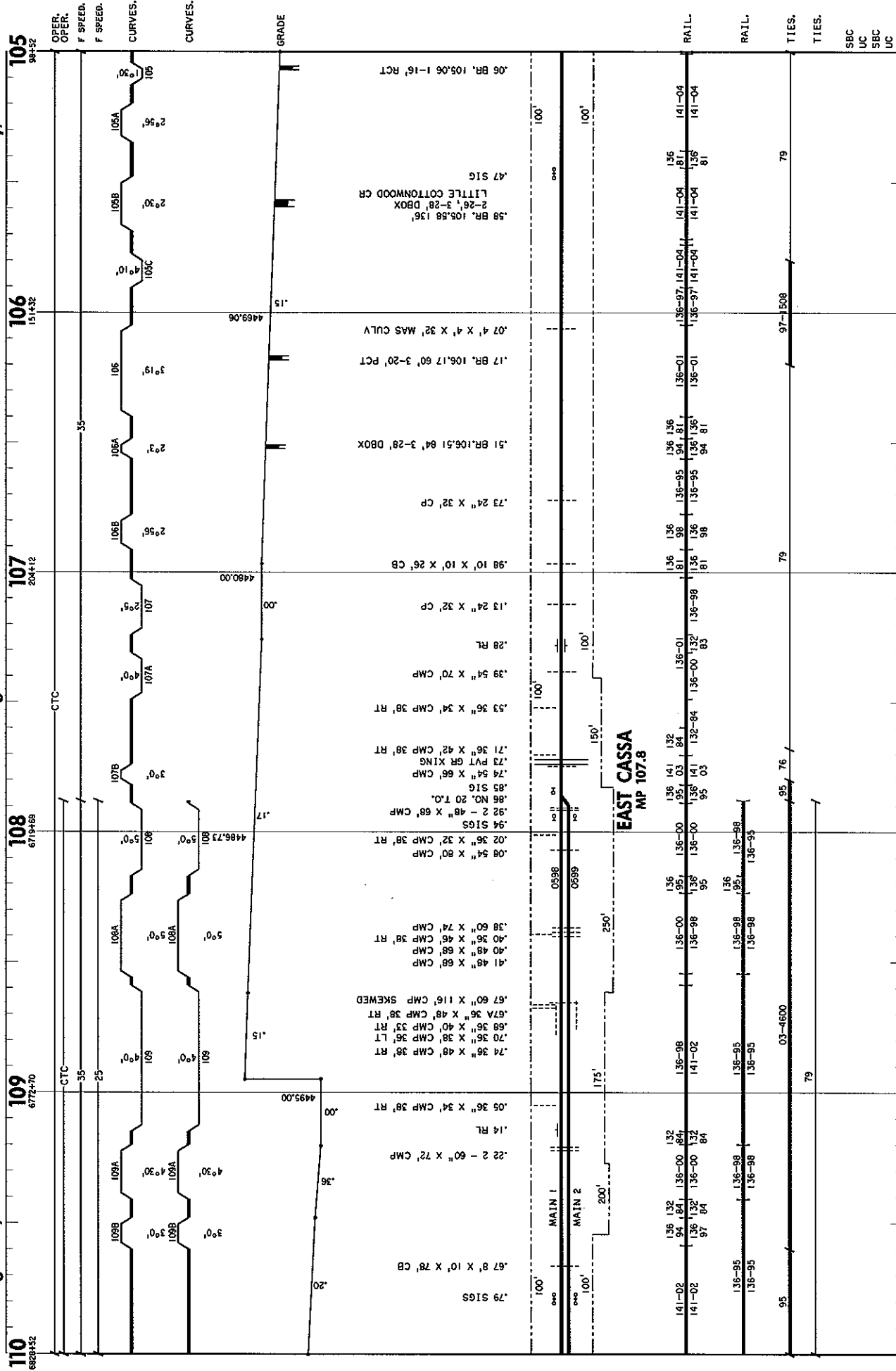
CAN005.DGN Revised: 06/25/2004

Canyon Subdivision

← Bridger Jct., WY

Line Segment 5

East Guernsey, WY →



Burlington Northern and Santa Fe Railway Company

CAN006.DGN

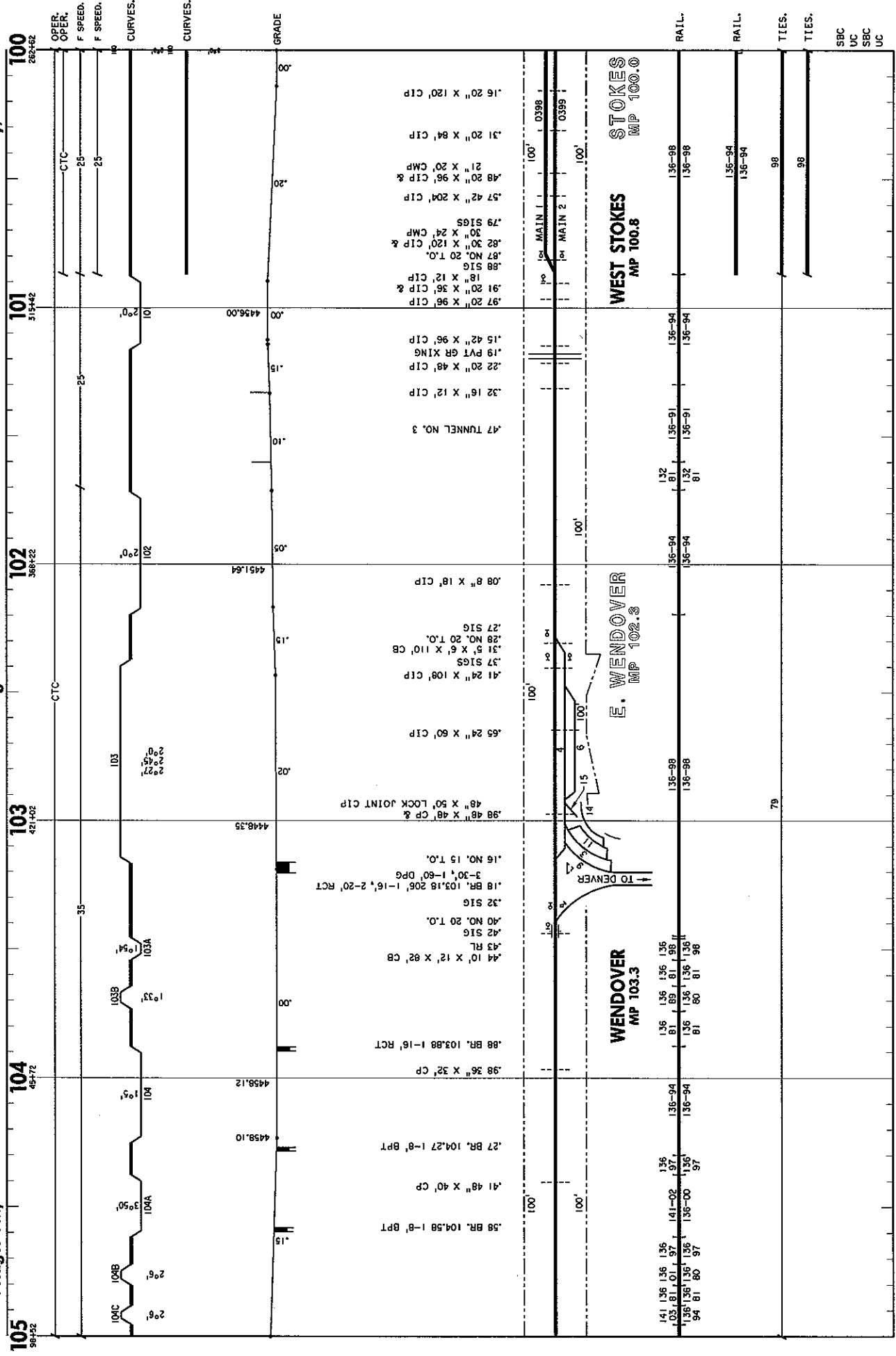
Revised: 06/25/2004

Canyon Subdivision

← Bridger Jct., WY

Line Segment 5

East Guernsey, WY →

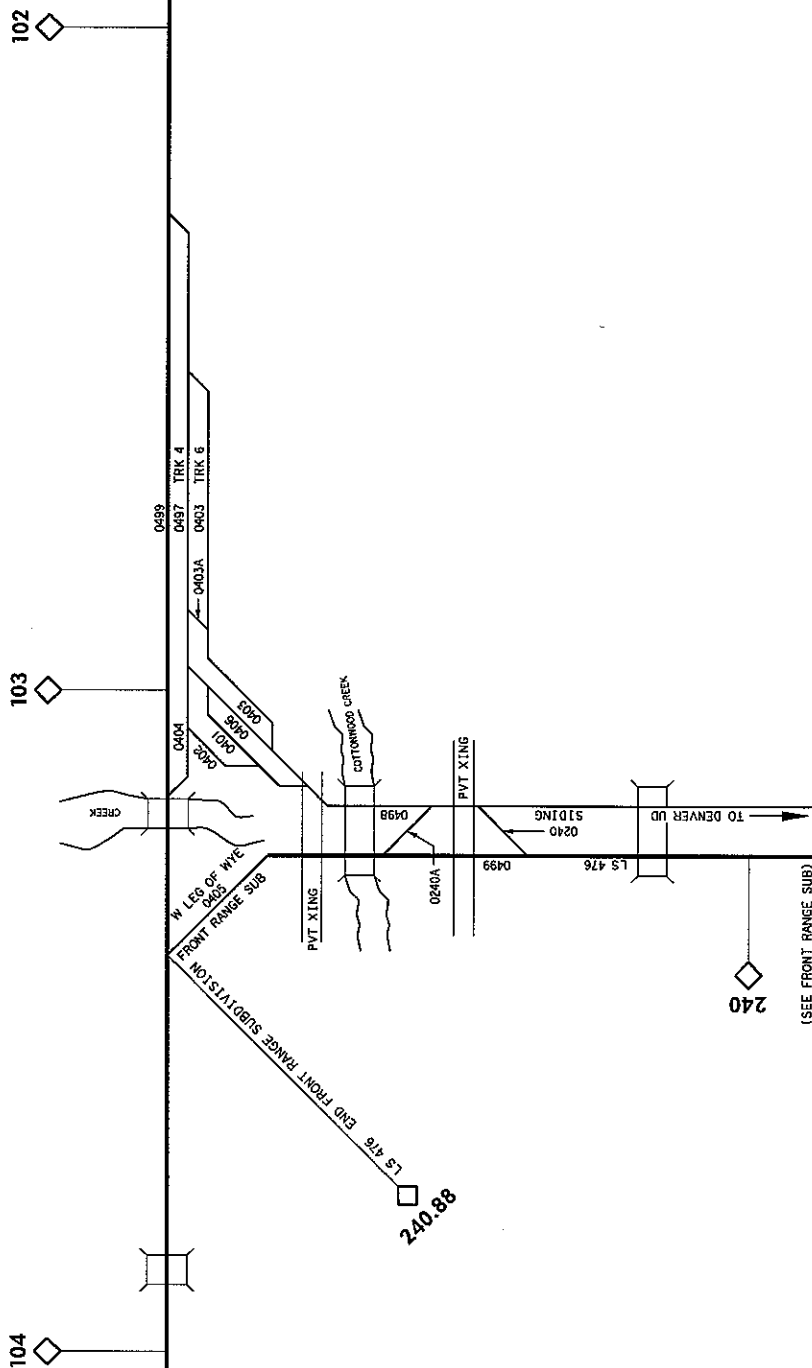
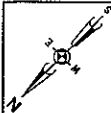


Burlington Northern and Santa Fe Railway Company

Revised: 06/25/2004

CAN007.DGN

Canyon Subdivision



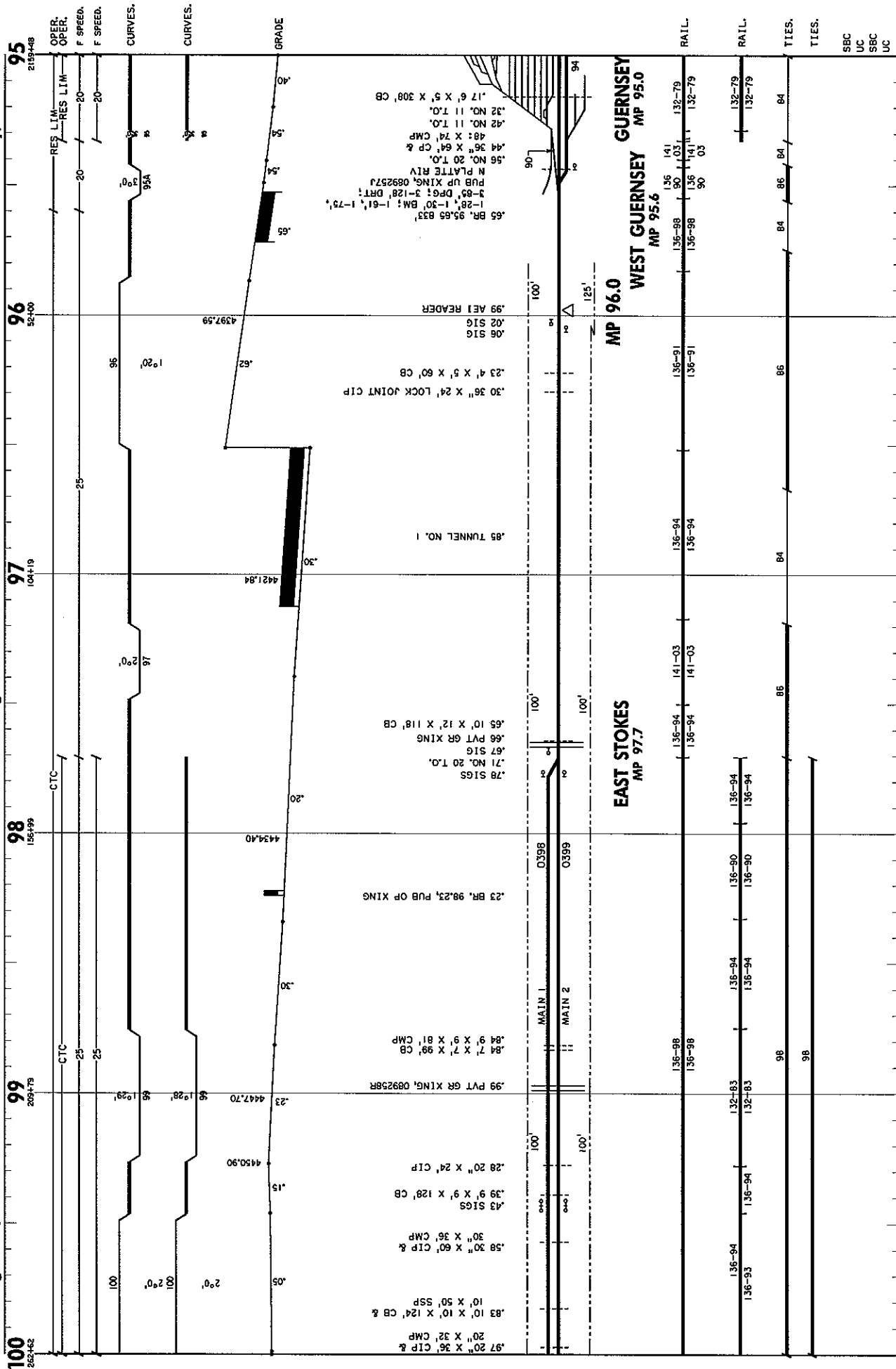
WENDOVER, WY
Canyon Subdivision

BNSF OWNED & MAINT
 INDUSTRY OWNED & BNSF MAINT
 IND OWNED & MAINT
 LEASE
 TRACKAGE RIGHTS
 FOREIGN TRACK
 JOINT FACILITIES



YARD SEGMENT: ###	REVISED: 03/25/2004
STATION ABBR: WENDWY	TRK CHT: CAN007A-T.DGN
FSAC: 32137	TEAM: WEND04015.DGN
ZONE: 04	

* UNKNOWN TRACK NUMBER





BNSF OWNED & MAINT
 INDUSTRY OWNED & BNSF MAINT
 IND OWNED & MAINT
 LEASE
 TRACKAGE RIGHTS
 FOREIGN TRACK
 JOINT FACILITIES

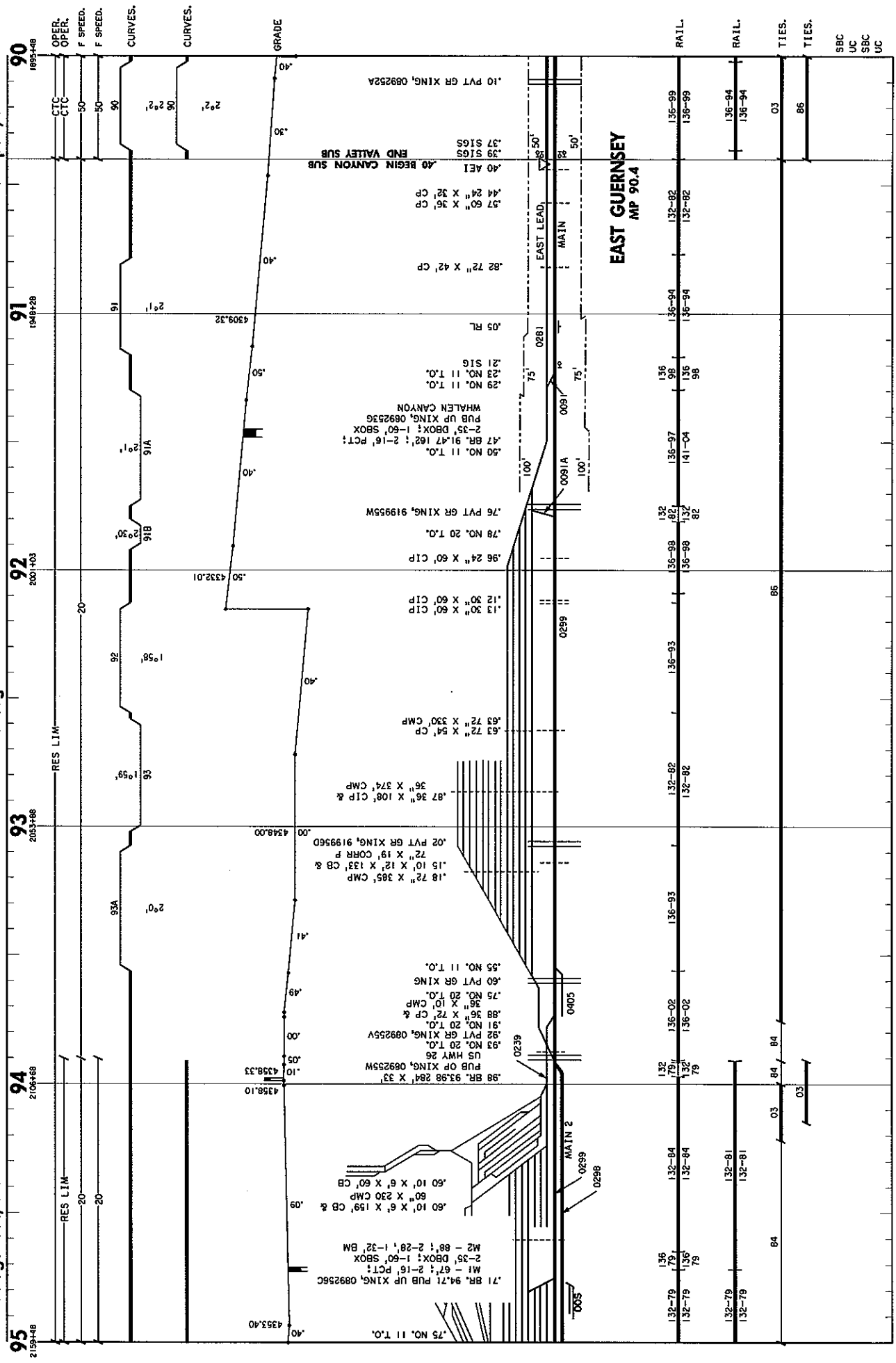
GUERNSEY, WY
Canyon Subdivision

YARD SEGMENT: 893	REVISED: 07/20/2004
STATION ABBR: GUERWY	TRK CHT: CAND08A-T.DGN
FSAC: 32129	TEAM: GUER02019.DGN
ZONE: 01, 02, 04	

← Bridger Jct., WY

Line Segment 5

Northport, NE



Burlington Northern and Santa Fe Railway Company

CAN009.DGN Revised: 07/12/2004

Canyon Subdivision

BNSF



Track Chart

Valley Subdivision

Northport, NE (M.P. 0.0) to East Guernsey, WY (M.P. 91.7)

See each page for latest revised date

To view on the intranet or print this Track Chart go to:
<http://kcintvdpd0001.iss.bnr.com/maprec/mapsrehome.htm>

Notes:

To order this Track Chart in Sourcenet or
Millennium, use: 1374047

If you have any corrections or changes to these pages,
either mail to the Manager of Maps and Records at
4515 Kansas Ave., Kansas City, KS 66106 or FAX to
913-551-4285. Mailing is preferred.

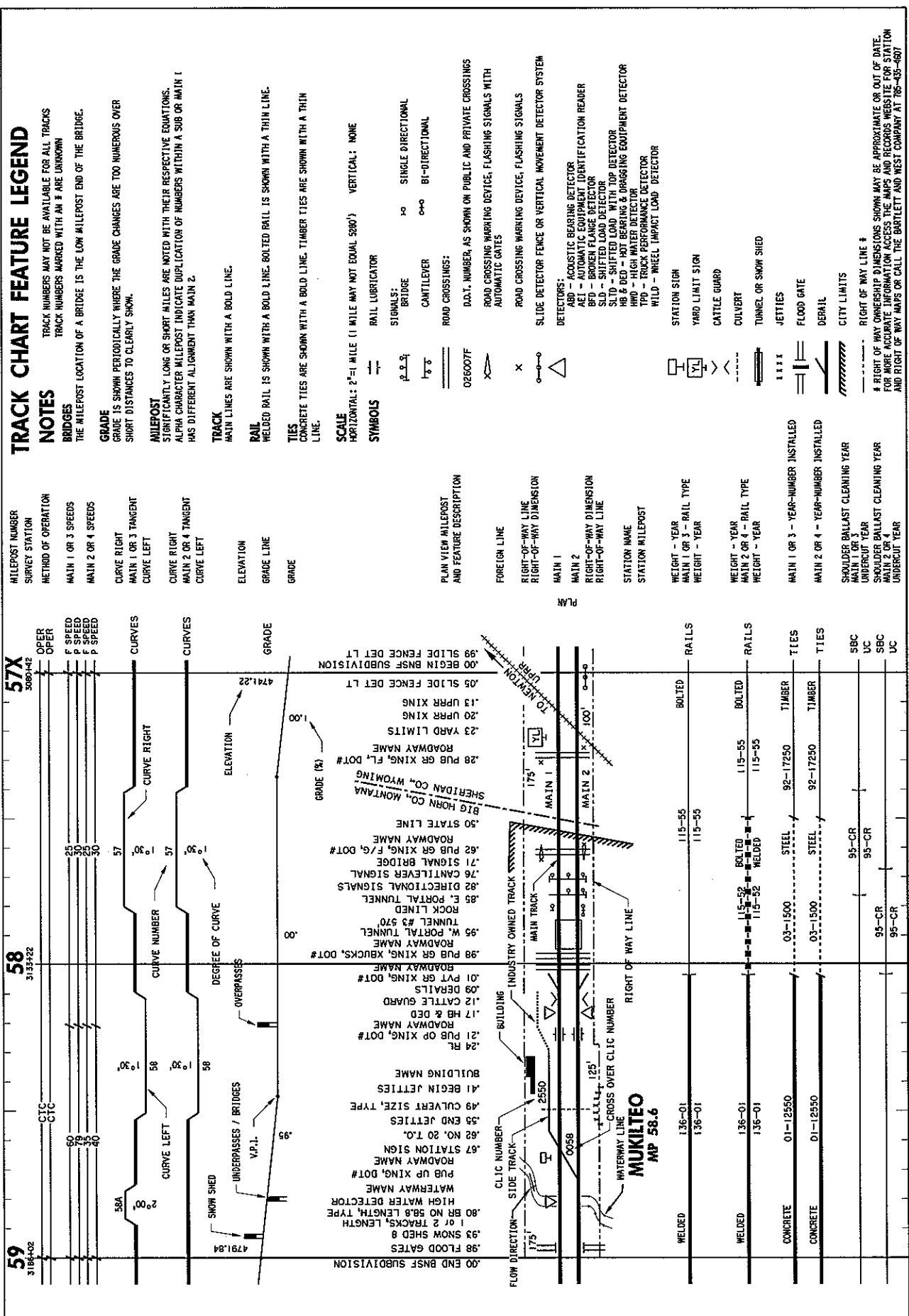
VAL000.DGN

BNSF System Maintenance and Planning

Timetable Subdivision Terminus East

Line Segment Number

Timetable Subdivision Terminus West



TRACK CHART ABBREVIATION LEGEND

BRIDGES & CULVERTS

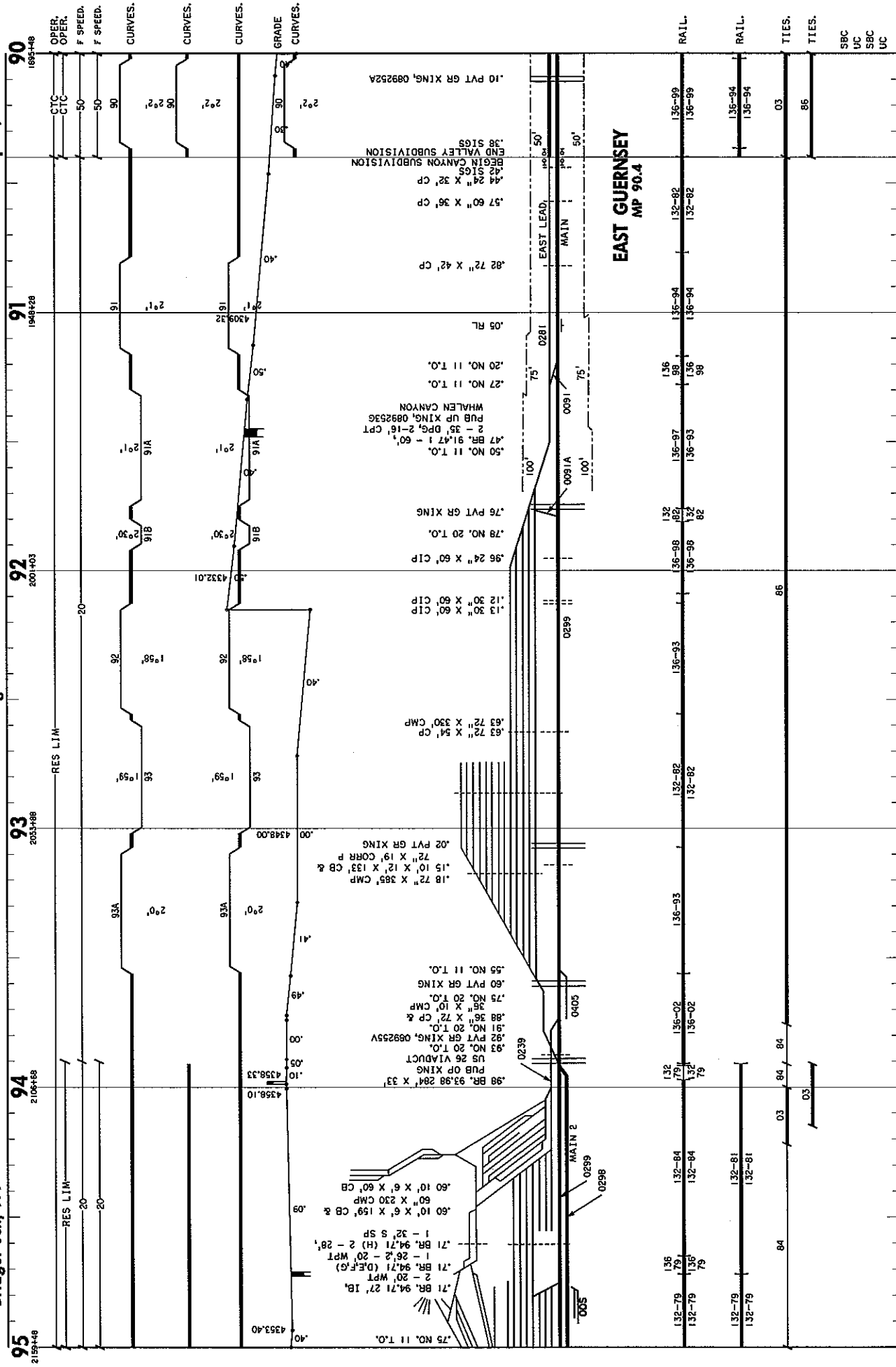
A	ARCH	RCA
AB	ABUTMENT	RCB
AP	APPROACH	RCP
AR	ARCH	RCT
ARM TL	ARMCO TUNNEL LINER	RD WD
B	BOX	RSB
BASC	BASCULE	RTB
BD	BALLAST DECK	RTCB
BDPT	BALLAST DECK PILE TRESTLE - WOOD	RTSB
BR	BRIDGE	SA
BRK	BRICK	SBG
BX	BOX	SP
C	CONCRETE	SPP
CA	CONCRETE ARCH	SSC
CB	CONCRETE BOX	SSP
CBG	CONCRETE BOX GIRDER	STA
CCTS	COMBINATION CONCRETE & TIMBER SLAB	STB
CG	CONCRETE "I" GIRDER	STO
CIP	CAST IRON PIPE	T
CMA	CORRUGATED METAL ARCH	TBX
CMP	CORRUGATED METAL PIPE	TDBX
CTG	CONCRETE "T" GIRDER	TL
CP	CONCRETE PIPE	THG
CUL	CULVERT	THT
DBL	DOUBLE	TPLG
DG	DECK GIRDER	TP
DPG	DECK PLATE GIRDER	TPCT
DPLG	DECK PLATE LATTICE GIRDER	TPG
DPCT	DECK PIN CONNECTED TRUSS	TR
DR SP	DRAW SPAN	TPL
DRT	DECK RIVETED TRUSS	TRT
DS	SWING SPAN	TSBX
DT	DECK TRUSS	VIT P
EXT	EXTENSION	VP
FT	FRAME TRESTLE - WOOD	VTEE
FTG	FOOTING	VTP
GCIP	GALVANIZED CORRUGATED IRON PIPE	WB
GIP	GALVANIZED IRON PIPE	WF
IB	"I" BEAM OR GIRDER BEAM SPAN	WP
I BM	"I" BEAM	WR I P
LG	LONG	
LS	LIFT SPAN	
MPP	MULTI-PLATE PIPE	
MSY	MASONRY	
O	OVAL	
OC	OVAL CONCRETE PIPE	
OD	OPEN DECK	
OMP	OVAL METAL PIPE	
ORCP	OVAL REINFORCED CONCRETE PIPE	
PC	PRE-STRESSED CONCRETE	
PCMP	PERFORATED CORRUGATED CONCRETE PIPE	
PED	PEDESTAL	
PRT	PONY RIVETED TRUSS	
PT	PILE TRESTLE - WOOD	

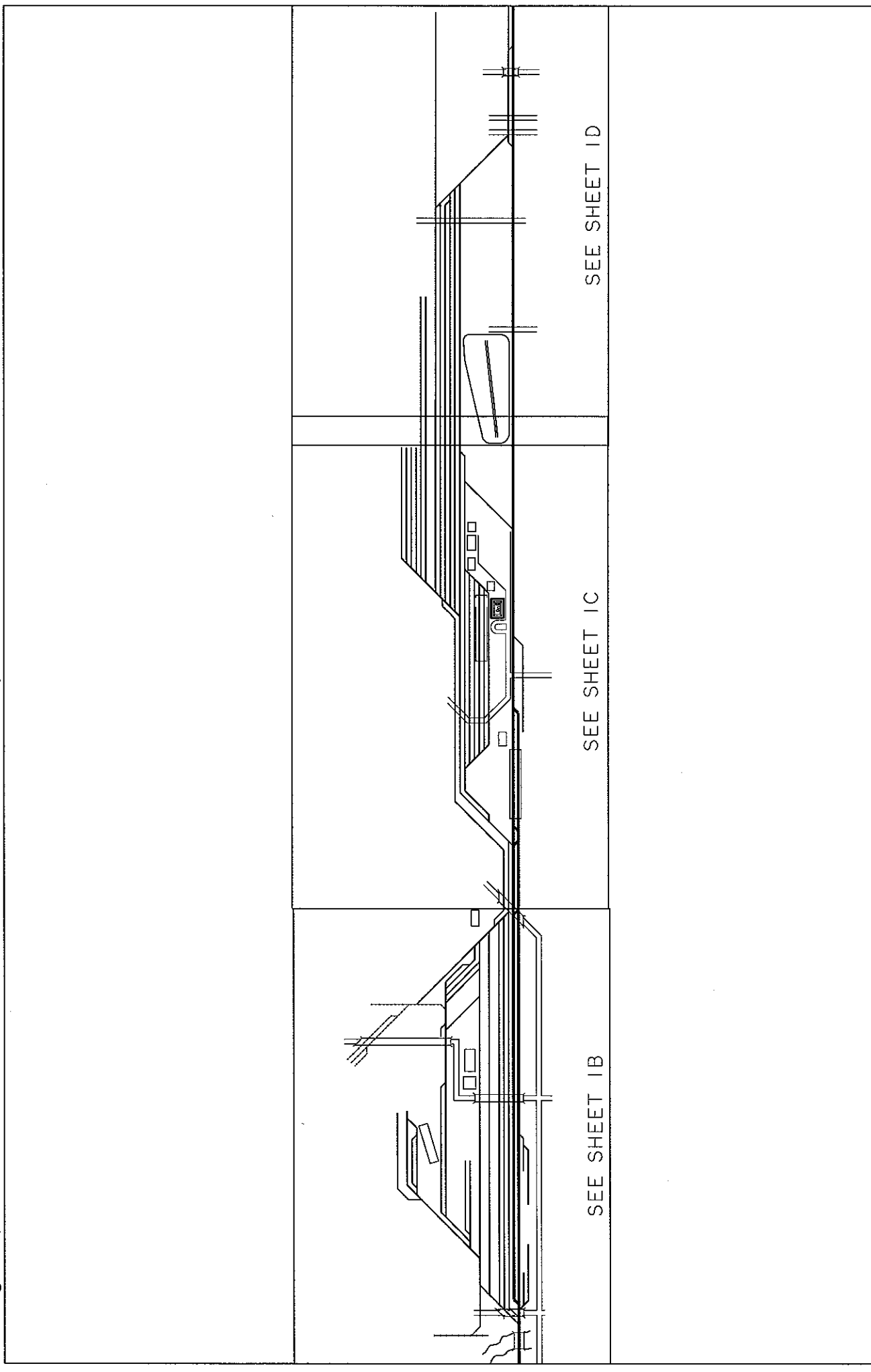
TRACK & SIGNAL

ABS	AUTOMATIC BLOCK SIGNAL SYSTEM	AVE
ABD	ACOUSTIC BEARING DETECTOR	BLVD
AEI	AUTOMATIC EQUIPMENT IDENTIFICATION READER	CO
ATS	AUTOMATIC TRAIN STOPS	CONN
BFD	BROKEN FLANGE DETECTOR	CONST
BR SIG	BRIDGE SIGNAL	CR
CANT SIG	CANTILEVER SIGNAL	DBL
CTC	CENTRALIZED TRAFFIC CONTROL	DIV
DED	DRAGGING EQUIPMENT DETECTOR	DR
DESLD	DRAGGING EQUIP. & SHIFTED LOAD W/TOP DETECTOR	E
F	FREIGHT (SPEED)	EL
F/G	FLASHING SIGNAL WITH AUTOMATIC GATES	F LT P
FL	FLASHING SIGNAL	F LT T
HB & DED	HOT BEARING & DRAGGING EQUIP. DETECTOR	FRT
HWD	HIGH WATER DETECTOR	GR
INTLK	INTERLOCKING	HO
I TOWER	INTERLOCKING TOWER	HWY
LS	LINE SEGMENT	IND
MP	MILEPOST	JCT
NO.	NUMBER	JT
OCS	OCCUPANCY CONTROL SYSTEM	LT
OH	OVERHEAD	MAX
OOS	OUT OF SERVICE	MTCE
P	PASSENGER (SPEED)	NO
RES LIM	RESTRICTED LIMITS	NORTH
RL	RAIL LUBRICATOR	OH
SIGS	SIGNALS	OP
SBC	SHOULDER BALLAST CLEANING	PK
SLD	SHIFTED LOAD DETECTOR	PO
SLTD	SHIFTED LOAD WITH TOP DETECTOR	PSGR
S SW	SPRING SWITCH	PUB
T.O.	TURNOUT	PVT
TRK	TRACK	RD
TWC	TRACK WARRANT CONTROL	RESERV
UC	UNDERCUT	RIV
WILD	WHEEL IMPACT LOAD DETECTOR	RR
YL	YARD LIMIT	RT

MISCELLANEOUS

AVE	AVENUE
BLVD	BOULEVARD
CO	COUNTY
CONN	CONNECTION
CONST	CONSTRUCTED
CR	CREEK OR CRUSHED ROCK
DBL	DOUBLE
DIV	DIVISION
DR	DRIVE
E	EAST
EL	ELEVATION
F LT P	FLOOD LIGHT POLE
F LT T	FLOOD LIGHT TOWER
FRT	FREIGHT
GR	AT GRADE
HO	HOUSE
HWY	HIGHWAY
IND	INDUSTRY
JCT	JUNCTION
JT	JOINT
LT	LEFT
MAX	MAXIMUM
MTCE	MAINTENANCE
NO	NORTH
OH	OVERHEAD
OP	OVERPASS
PK	PEDESTRIAN
PO	PARKWAY
PSGR	POWER
PUB	PASSENGER
PVT	PUBLIC
RD	ROAD
RESERV	RESERVOIR
RIV	RIVER
RR	RAILROAD
RT	RIGHT
RW	RIGHT-OF-WAY
RY	RAILWAY
SEC	SECTION
SO	SOUTH
ST	STREET
STA	STATION
SUB	SUBDIVISION
TPL	TRIPLE
UP	UNDERPASS
W	WEST
YD	YARD
XBUCKS	CROSSBUCKS
XING	CROSSING





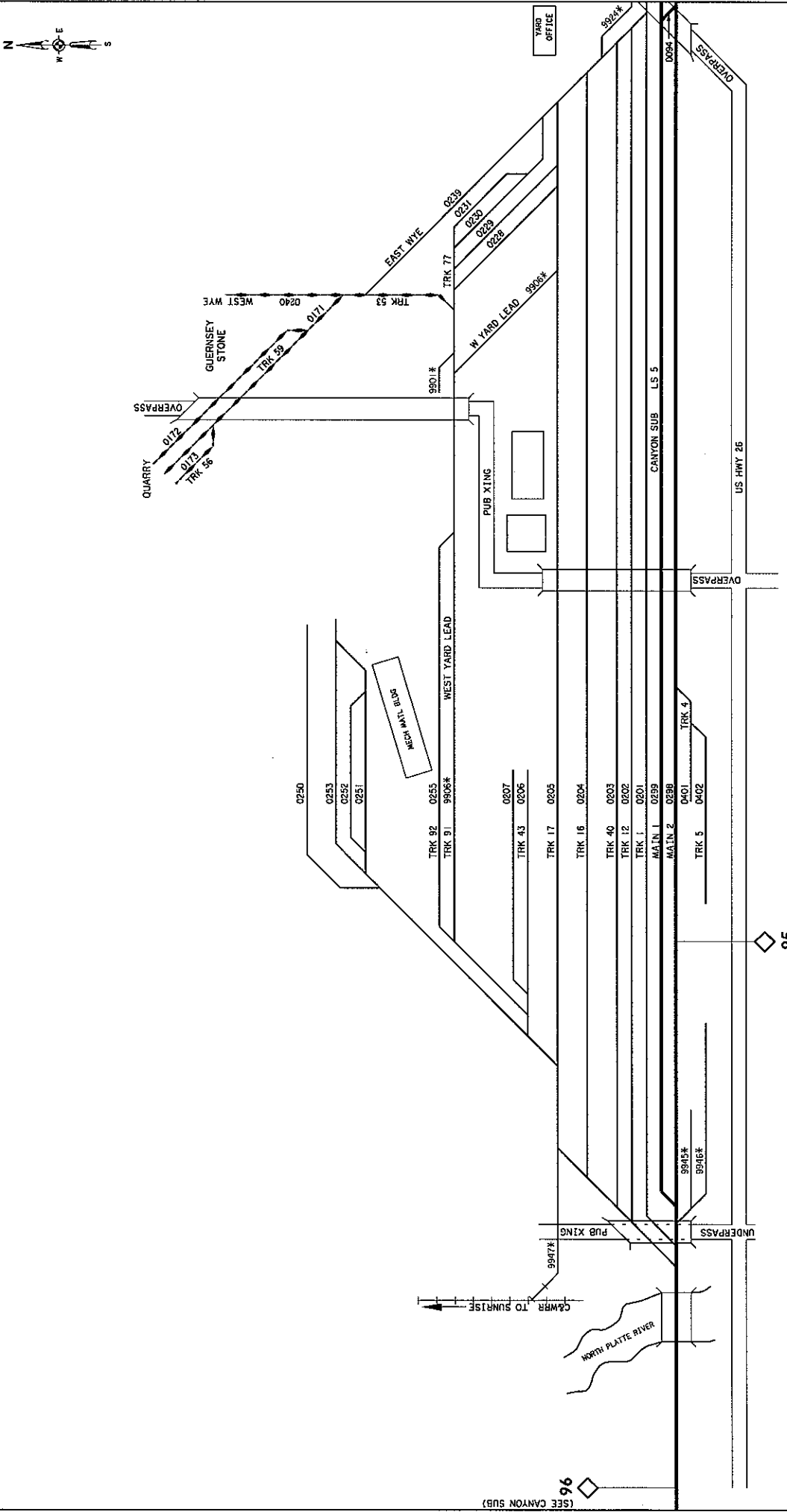


GUERNSEY, WY
Valley Subdivision

BNSF OWNED & MAINT
INDUSTRY OWNED & BNSF MAINT
LEASE
TRACKAGE RIGHTS
FOREIGN TRACK
JOINT FACILITIES

* UNKNOWN TRACK NUMBER

YARD SEGMENT: 893	REVISED: 03/26/2004
STATION ABBR: GUERWY	TRK CHT: VAL001A-T.DGN
FSAC: 32129	TEAM:
ZONE: 01, 02, 04	



WEST GUERNSEY, WY

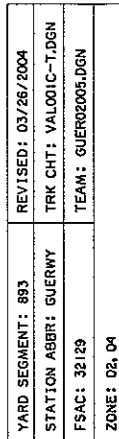


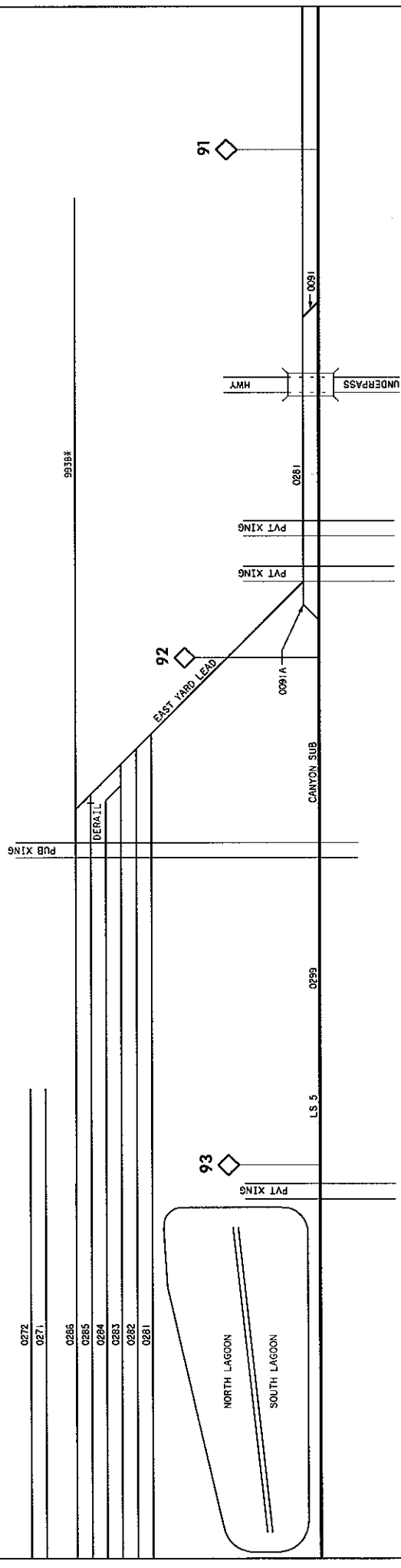
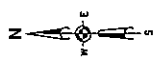
- BNSF OWNED & MAINT
- INDUSTRY OWNED & BNSF MAINT
- IND OWNED & MAINT
- LEASE
- TRACKAGE RIGHTS
- FOREIGN TRACK
- JOINT FACILITIES

GUERNSEY, WY Valley Subdivision

YARD SEGMENT: 883	REVISED: 03/26/2004
STATION ABBR: GUERNWY	TRK CHT: VAL001B-T.DGN
FSAC: 32129	TEAM: GUERO1003.DGN
ZONE: 01, 02, 04	

* UNKNOWN TRACK NUMBER





BNSF OWNED & MAINT
INDUSTRY OWNED & BNSF MAINT
LEASE
TRACKAGE RIGHTS
FOREIGN TRACK
JOINT FACILITIES

GUERNSEY, WY Valley Subdivision

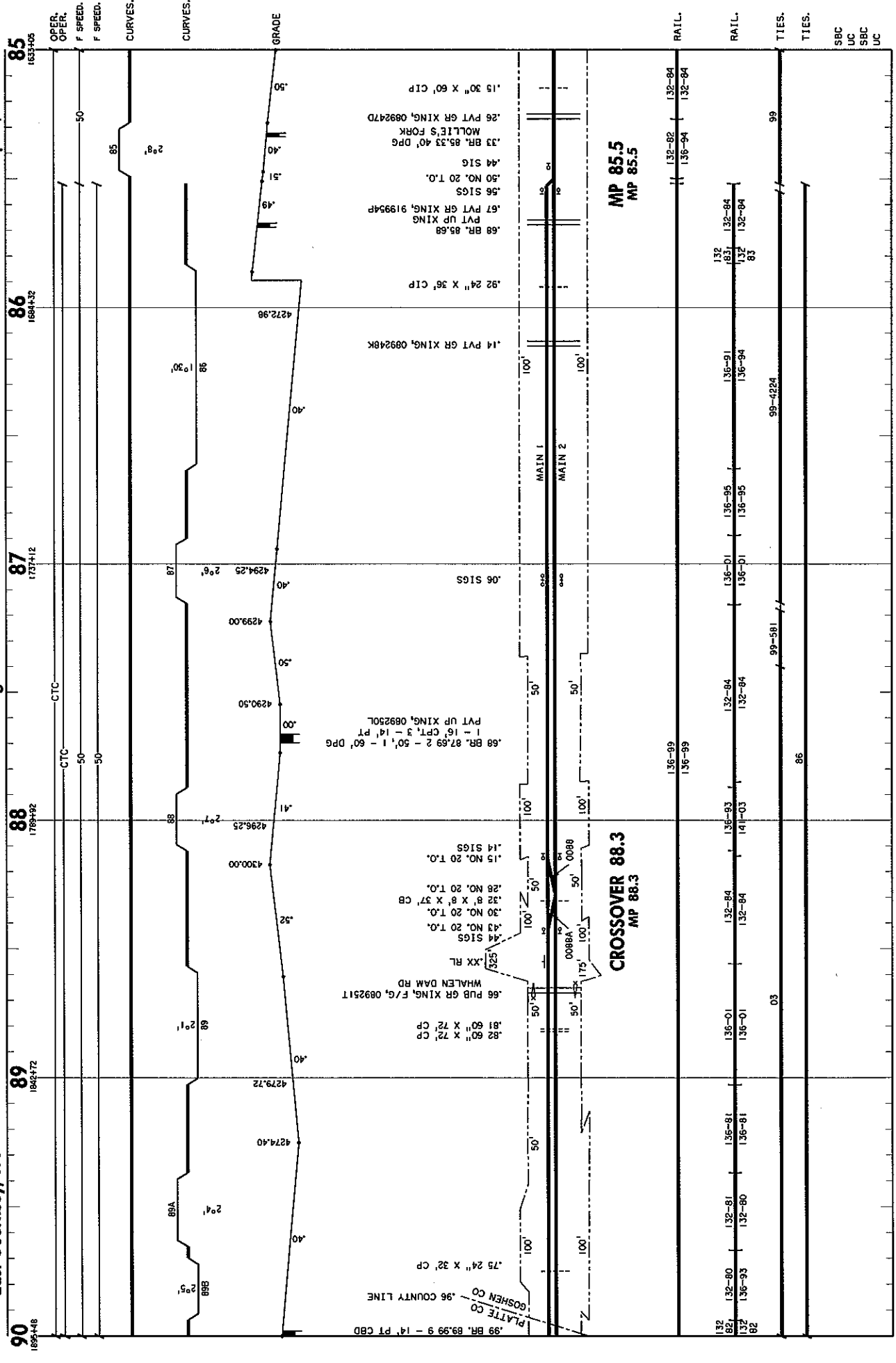
YARD SEGMENT: 893	REVISED: 03/26/2004
STATION ABBR: GUERWY	TRK CHT: VAL001D-T,DGN
FSAC: 32129	TEAM: GUER02007.DGN
ZONE: 02	

* UNKNOWN TRACK NUMBER

← East Guernsey, WY

Line Segment 5

Northport, NE →



Burlington Northern and Santa Fe Railway Company

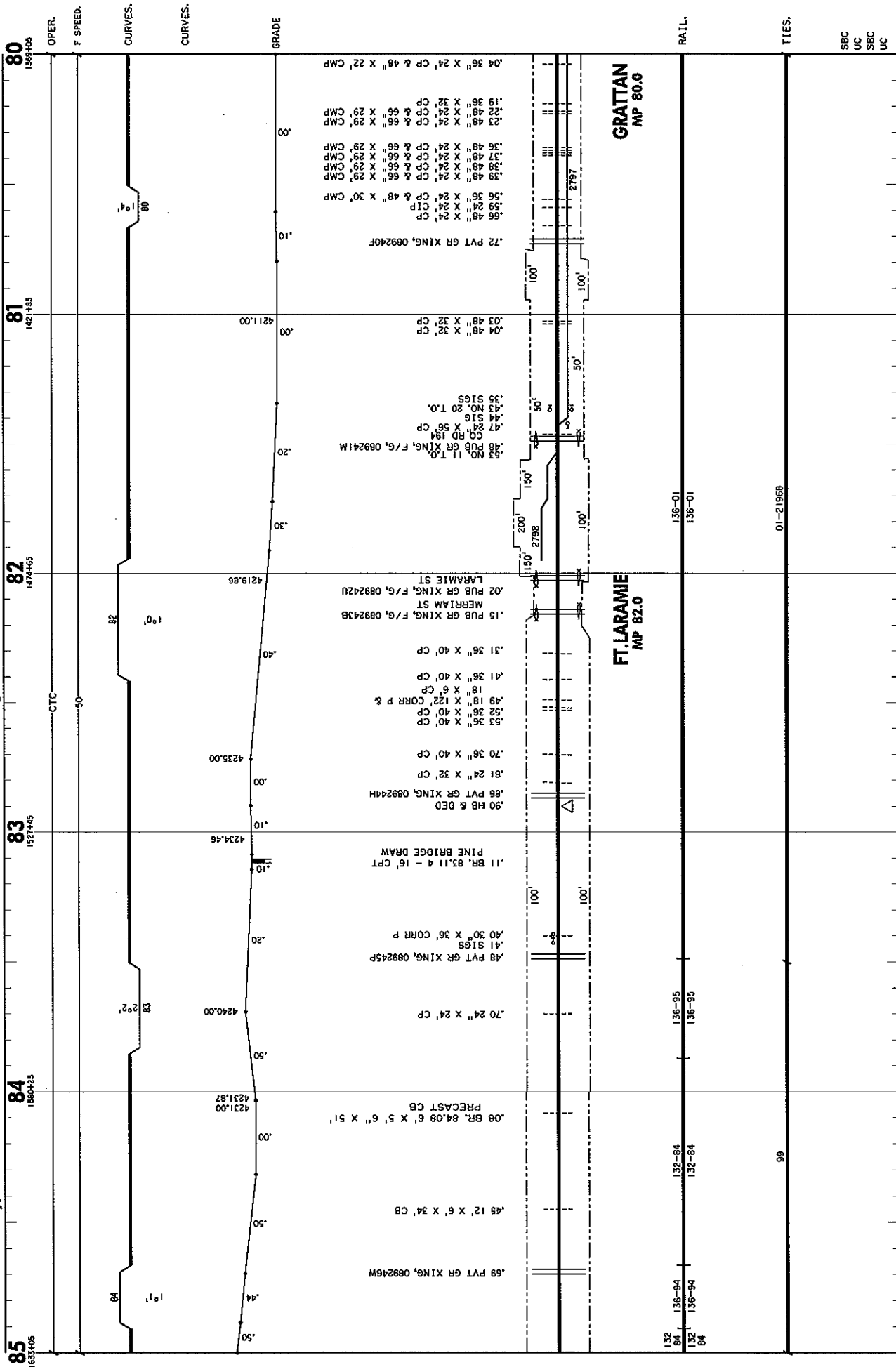
VAL002.DGN Revised: 03/30/2004

Valley Subdivision

← East Guernsey, WY

Line Segment 5

Northport, NE →



Burlington Northern and Santa Fe Railway Company

VAL003.DGN

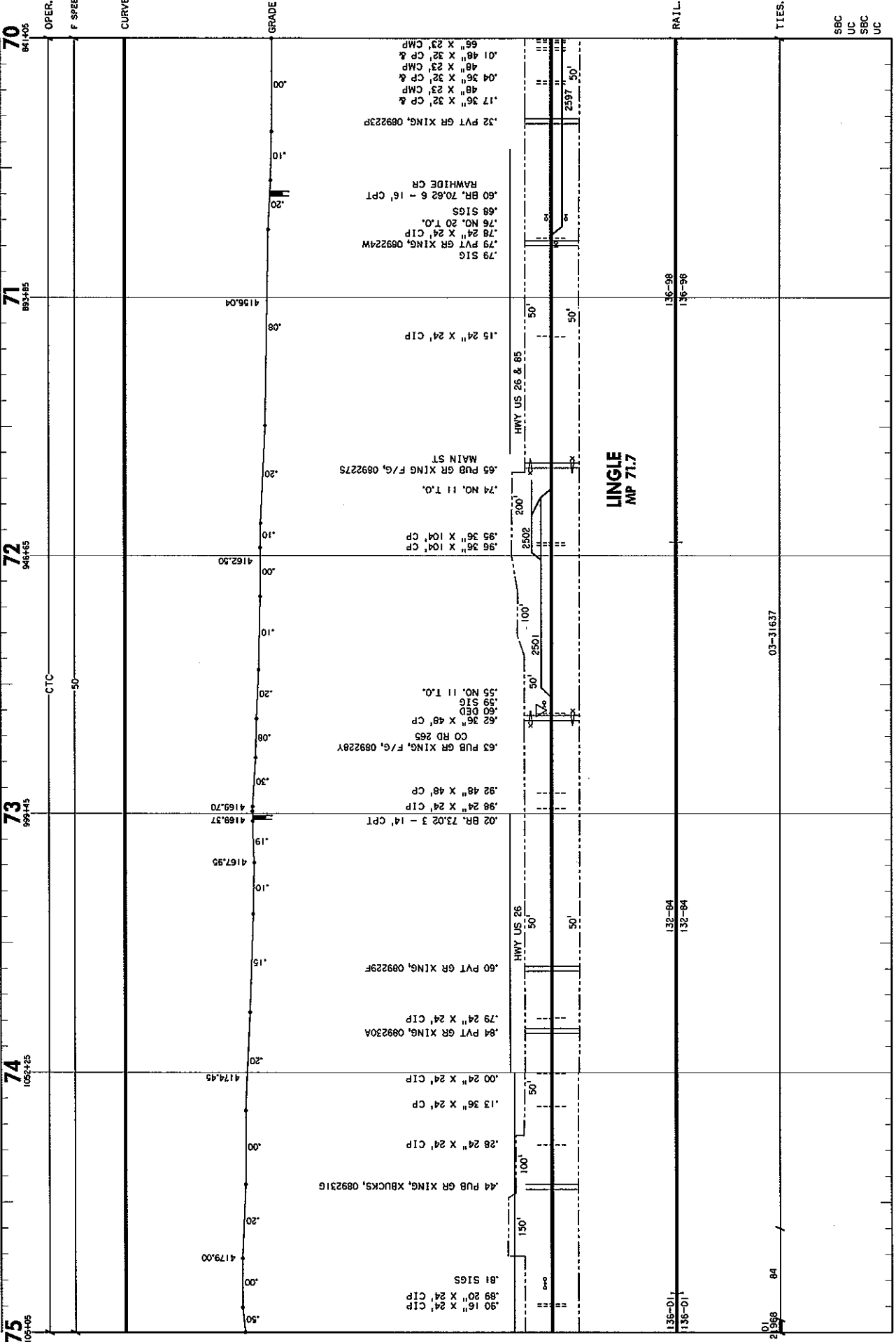
Revised: 03/30/2004

Valley Subdivision

East Guernsey, WY

Line Segment 5

Northport, NE



Burlington Northern and Santa Fe Railway Company

VAL005.DGN Revised: 03/30/2004

Valley Subdivision

6

← East Guernsey, WY

Line Segment 5

Northport, NE →

70
841+05

69
788+25

68
735+45

67
683+65

66
629+85

65
577+05

OPER.

F. SPEED.

CURVES.

GRADE

RAIL.

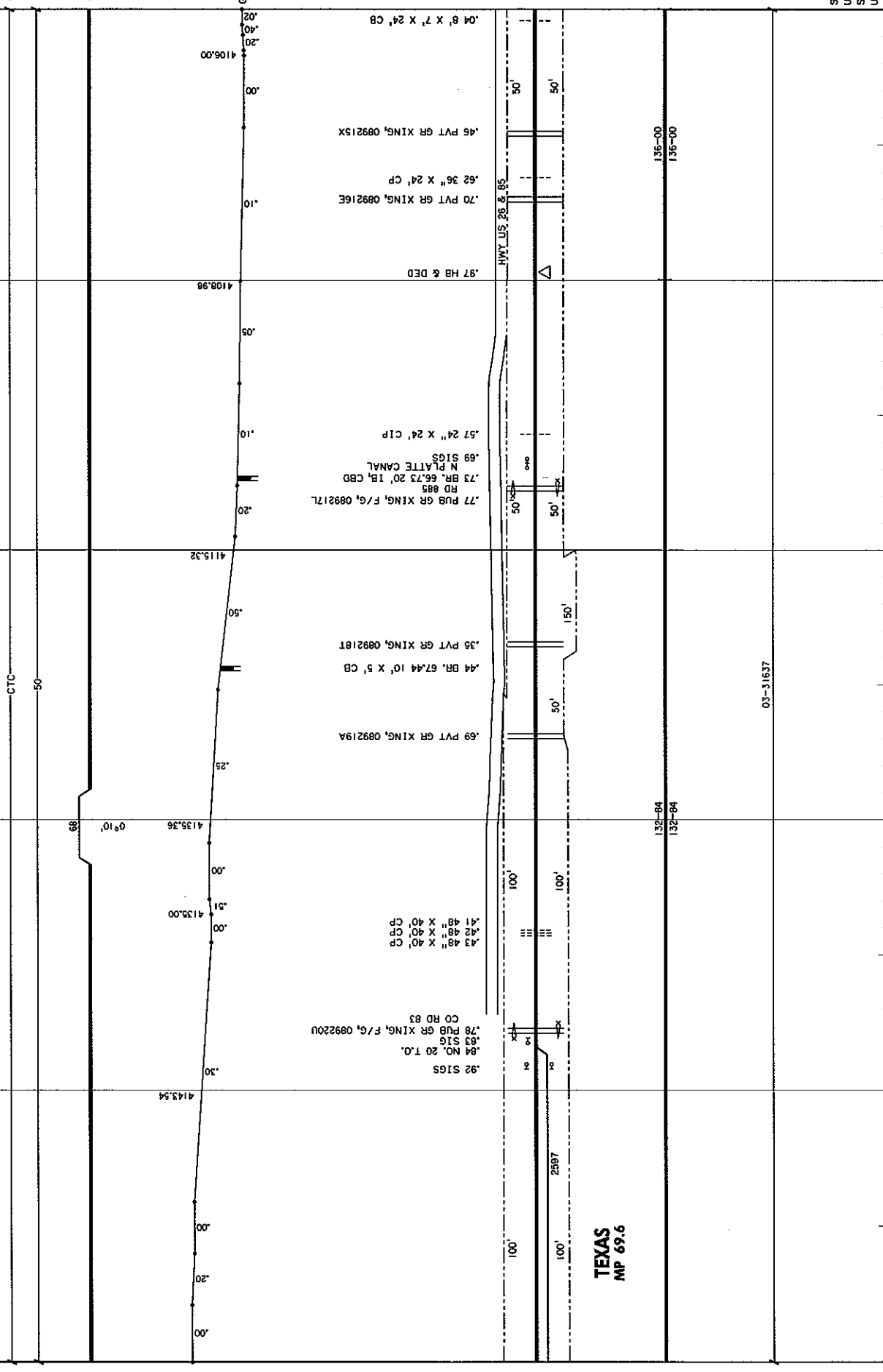
TIES.

SEC
UC
SEC
UC

Burlington Northern and Santa Fe Railway Company

VAL006.DGN Revised: 03/02/2004

Valley Subdivision



7

East Guernsey, WY

Line Segment 5

Northport, NE

65
577+05

64
524+25

63
471+45

62
418+65

61
365+85

60
313+05

OPER.

F SPEED.

CURVES.

GRADE

RAIL.

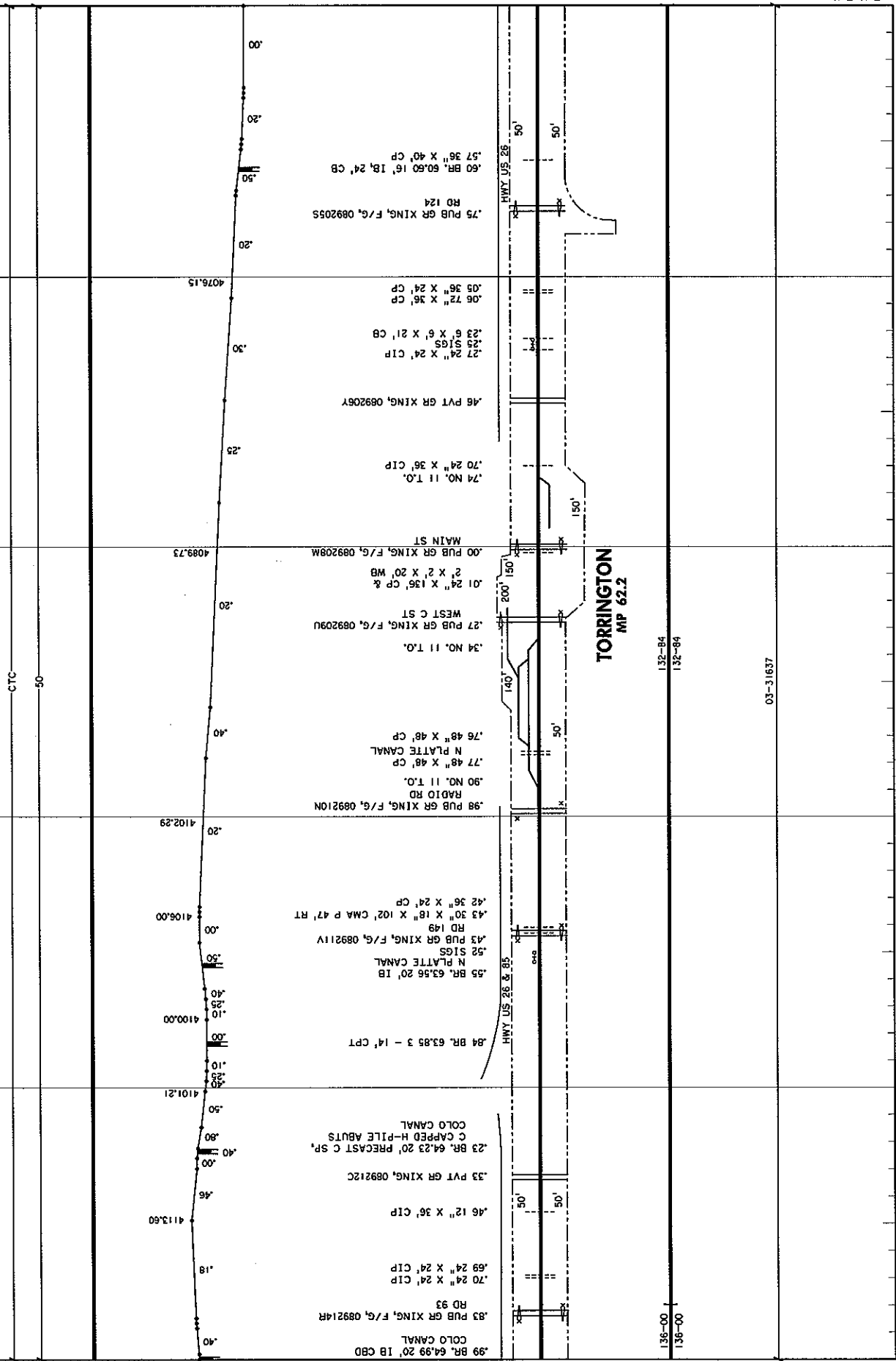
TIES.

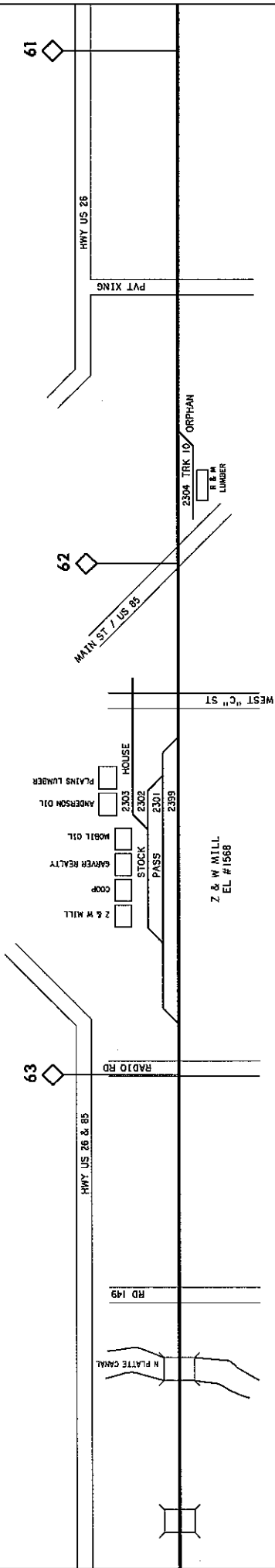
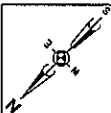
SBC
UC
SBC
UC

Burlington Northern and Santa Fe Railway Company

VAL007.DGN Revised: 03/30/2004

Valley Subdivision





BNSF OWNED & MAINT
 INDUSTRY OWNED & BNSF MAINT
 IND OWNED & MAINT
 LEASE
 TRACKAGE RIGHTS
 FOREIGN TRACK
 JOINT FACILITIES

TORRINGTON, WY
Valley Subdivision

YARD SEGMENT: ###	REVISED: 03/26/2004
STATION ABBR: TORRIN	TRK CHT: VAL007A-T.DGN
FSAC: 32096	TEAM: TORR23015.DGN
ZONE: 23	

* UNKNOWN TRACK NUMBER

← East Guernsey, WY

Line Segment 5

Northport, NE →

8

60
313+05

59
260+25

58
207+45

57
154+65

56
101+85

55
49+05

OPER.

F. SPEED.

CURVES.

GRADE

RAIL

TIES.

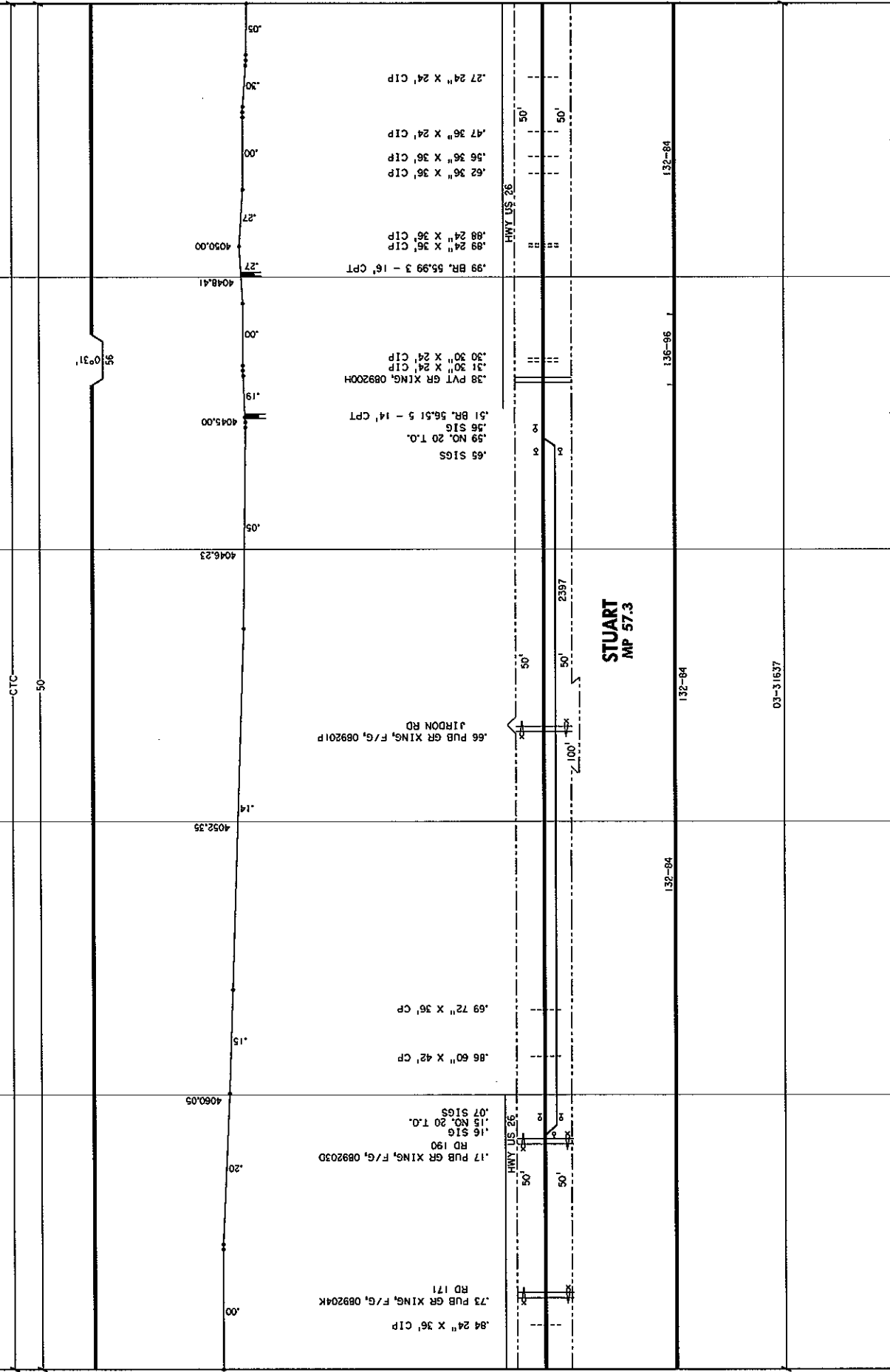
SBC
DC
SBC
UC

Burlington Northern and Santa Fe Railway Company

Revised: 03/02/2004

VAL008.DGN

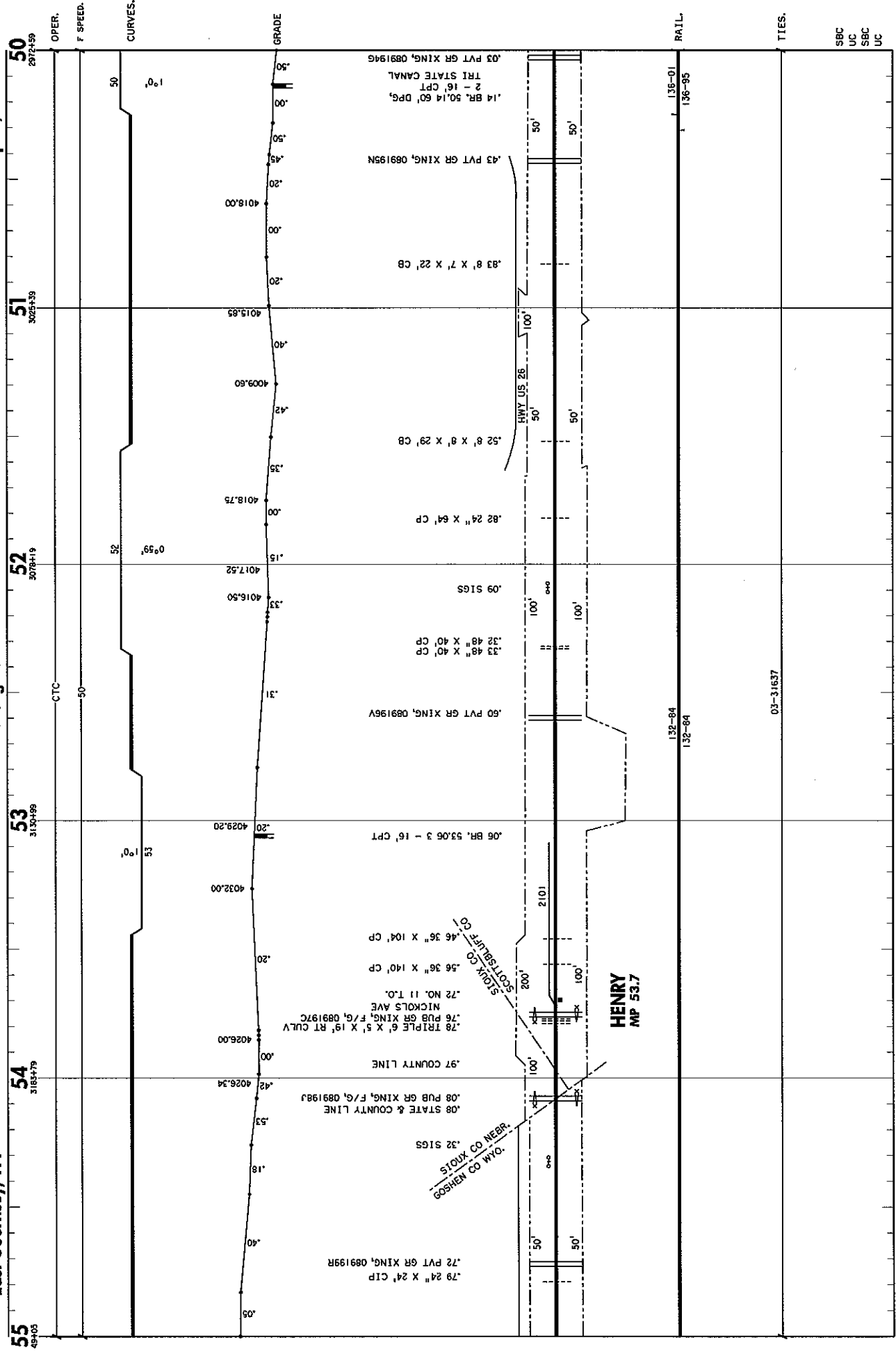
Valley Subdivision



← East Guernsey, WY

Line Segment 5

Northport, NE



Burlington Northern and Santa Fe Railway Company

VAL009.DGN Revised: 03/30/2004

Valley Subdivision

← East Guernsey, WY

Line Segment 5

Northport, NE →

50
2972+59

49
2919+72

48
2866+92

47
2814+12

46
2761+32

45
2708+52

OPER.

F. SPEED.

CURVES.

GRADE

RAIL.

TIES.

SBC
UC
SEC
UC

CTC

50

50'

100'

50'

100'

150'

200'

250'

300'

350'

400'

450'

500'

550'

600'

650'

700'

750'

800'

850'

900'

950'

1000'

1050'

1100'

1150'

1200'

1250'

1300'

1350'

1400'

1450'

1500'

1550'

1600'

132-85

132-85

132-85

132-85

132-85

132-85

132-85

132-85

132-85

132-85

132-85

132-85

132-85

132-85

132-85

132-85

132-85

132-85

132-85

132-85

.40 RR OP XING, UPRR
.34 PUB GR XING, F/G, 089192T
.33 18" X 60' CP &
.31 36" X 16' CP &
.48" X 24' CP
.30 36" X 40' CP

.69 24" X 36' CIP
.66 24" X 24' CIP
.40 48" X 32' CP
.39 48" X 32' CP
.29 30" X 24' CIP
.28 24" X 24' CIP

.78 SIGS
.77 PUB GR XING, XBUCKS, 089189K
.76 BR, 47.76 30' IB, 2 - 16' CPT
.76 SHEEP CR
.75 24" X 36' CIP
.59 24" X 24' CIP
.49 24" X 24' CIP
.36 24" X 36' CIP
.26 24" X 36' CIP
.18 NO. 11 T.O.
.13 36" X 36' CIP

.76 PUB GR XING, F/G, 089187W
.49 NO. 11 T.O.
.39 NO. 11 T.O.
.19 PUB GR XING, F/G, 089186P
WALSH RD
.12 20" X 24' CIP
.99 20" X 24' CIP SIPHON

.74 PUB GR XING, XBUCKS, 089185H
.73 DBL 6' X 4' X 19" RT CULV
.73 SIG
RAMS HORN CANAL
.72 NO. 20 T.O.
.64 SIGS
.10 20" X 24' CIP &
24" X 22' CMP

HWY US 26

HWY US 26

HWY US 26

MORRILL
MP 46.5

Burlington Northern and Santa Fe Railway Company

Revised: 03/02/2004

VAL010.DGN

Valley Subdivision

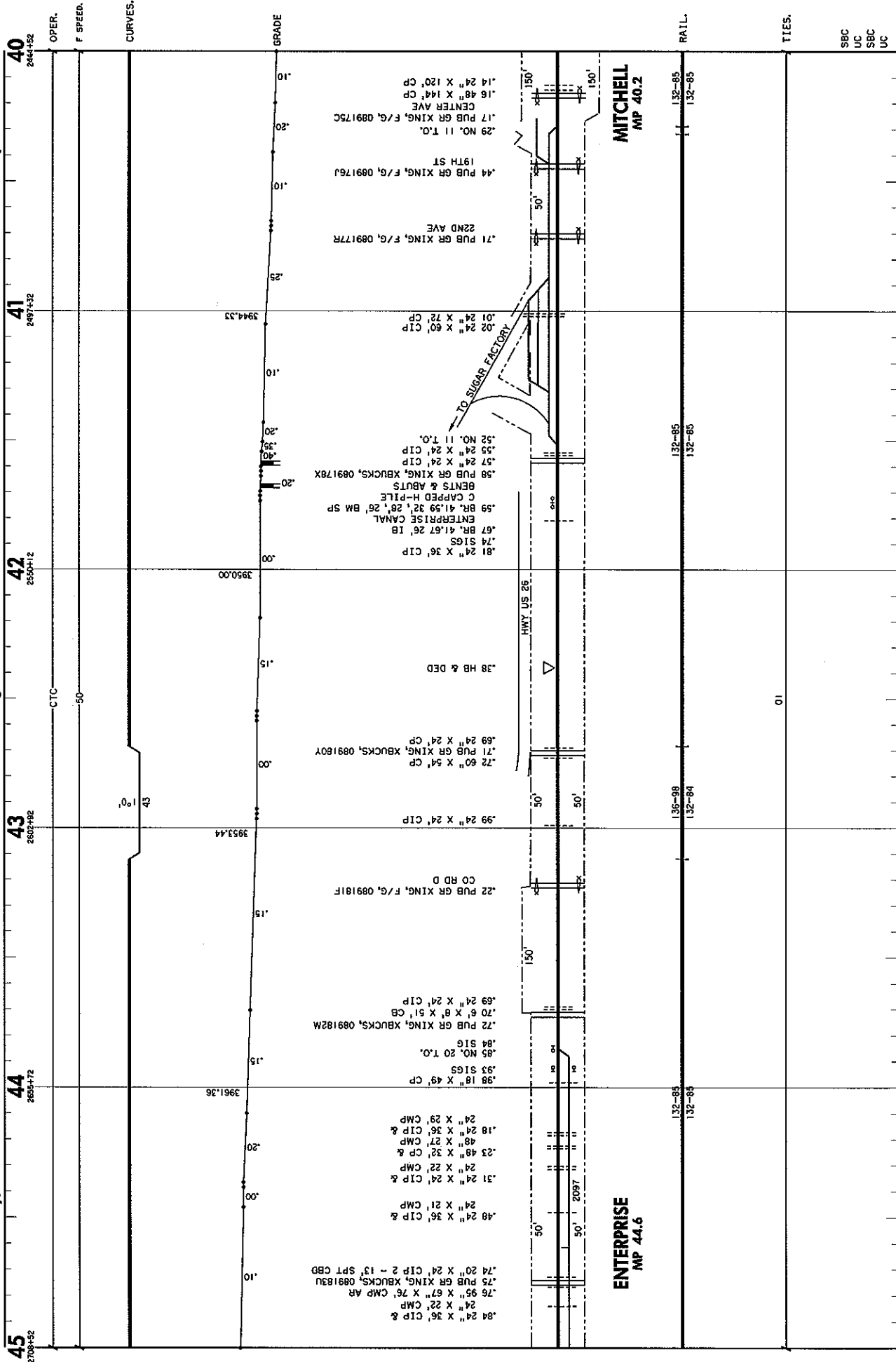


11

← East Guernsey, WY

Line Segment 5

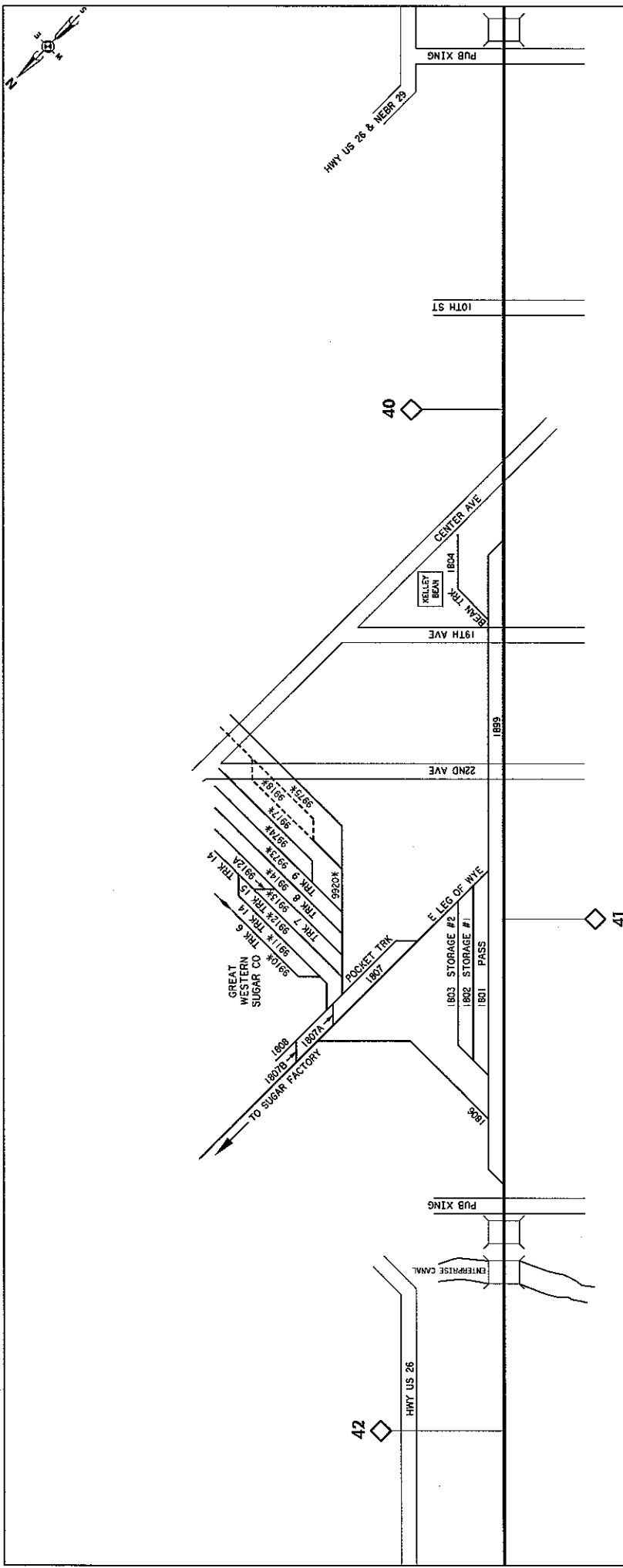
Northport, NE →



Burlington Northern and Santa Fe Railway Company

VAL011.DGN Revised: 03/30/2004

Valley Subdivision





MITCHELL, NE
Valley Subdivision

YARD SEGMENT: ###
STATION ABBR: MITCHE
FSAC: 32074
ZONE: 18

REVISD: 03/26/2004
TRK CHT: VAL011A-T.DGN
TEAM: MITC18025.DGN

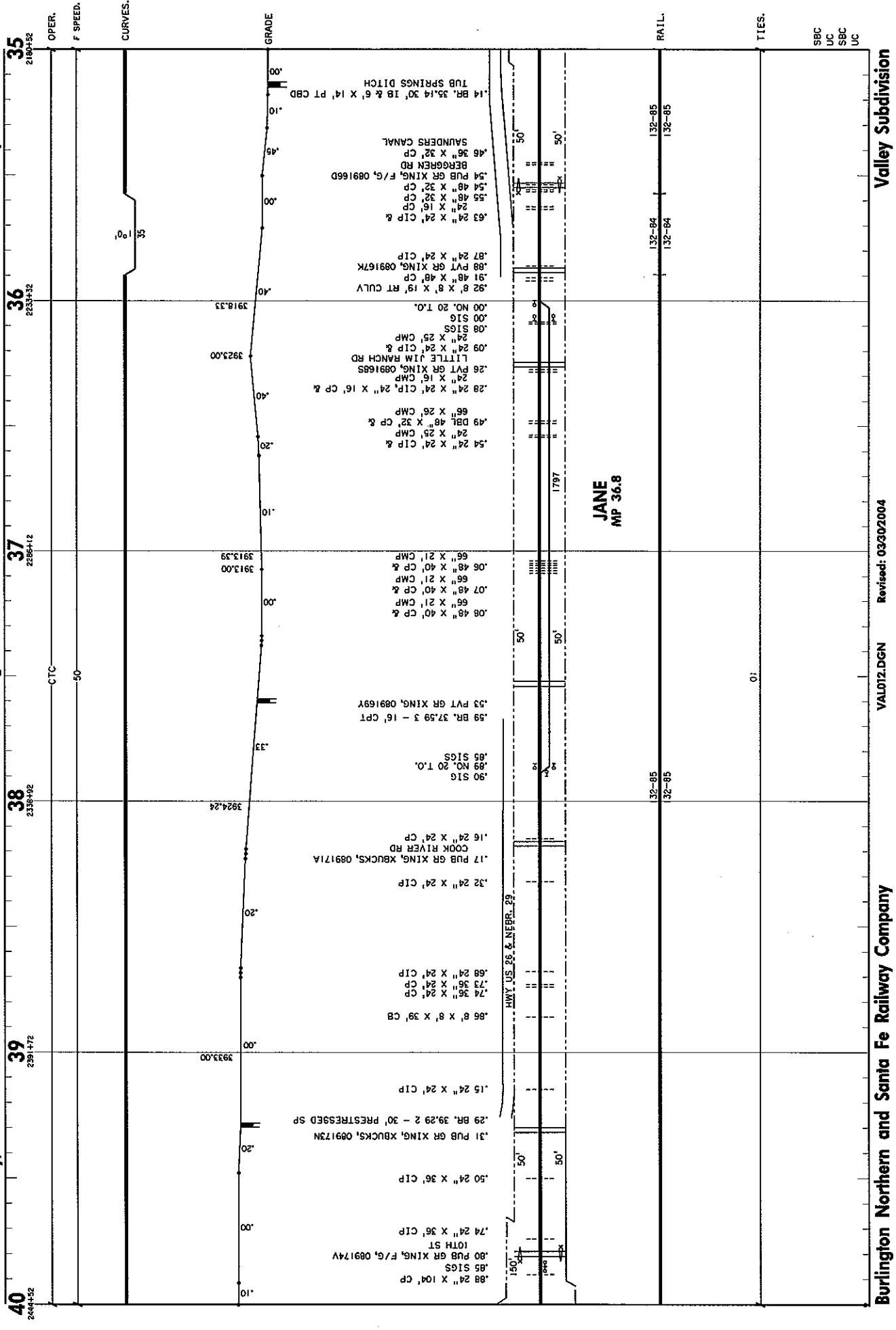
BNSF OWNED & MAINT
INDUSTRY OWNED & BNSF MAINT
LEASE
TRACKAGE RIGHTS
FOREIGN TRACK
JOINT FACILITIES

* UNKNOWN TRACK NUMBER

East Guernsey, WY

Line Segment 5

Northport, NE



Burlington Northern and Santa Fe Railway Company

Revised: 03/30/2004

VAL072.DGN

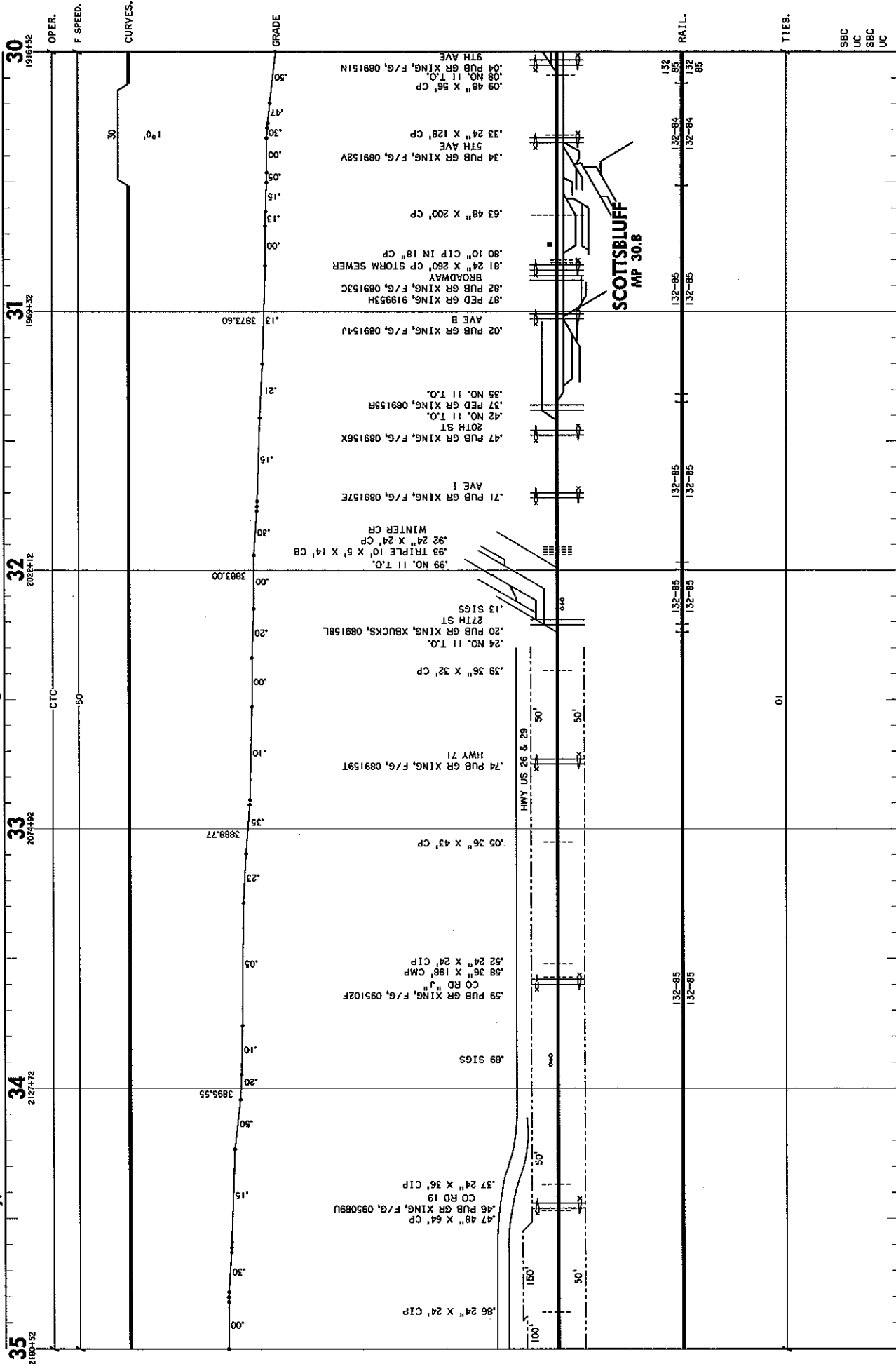
Valley Subdivision

13

← East Guernsey, WY

Line Segment 5

Northport, NE →



Burlington Northern and Santa Fe Railway Company

VAL013.DGN Revised: 03/02/2004

Valley Subdivision

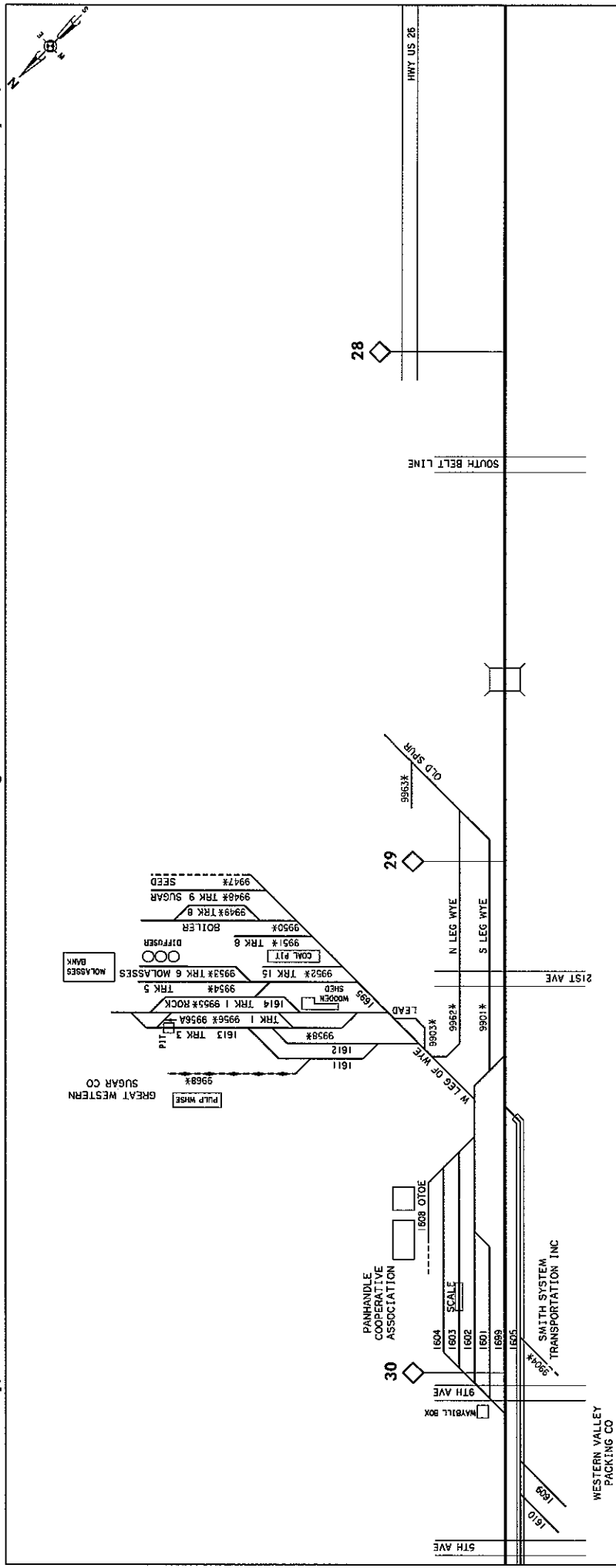


BNSF OWNED & MAINT
 INDUSTRY OWNED & BNSF MAINT
 IND OWNED & MAINT
 LEASE
 TRACKAGE RIGHTS
 FOREIGN TRACK
 JOINT FACILITIES

SCOTTSBLUFF, NE
Valley Subdivision

YARD SEGMENT: 896	REVISED: 03/26/2004
STATION ABBR: SCOTTS	TRK CHT: VAL013A-T.DGN
FSAC: 32065	TEAM: SCOT16025.DGN
ZONE: 16	

* UNKNOWN TRACK NUMBER





SCOTTSBLUFF, NE
Valley Subdivision

YARD SEGMENT: 896 REVISED: 03/26/2004

STATION ABBR: SCOTTS TRK CHT: VAL013B-T.DGN

FSAC: 32065 TEAM: SCOT16031.DGN

ZONE: 16

BNSF OWNED & MAINT

INDUSTRY OWNED & BNSF MAINT

IND OWNED & MAINT

LEASE

TRACKAGE RIGHTS

FOREIGN TRACK

JOINT FACILITIES

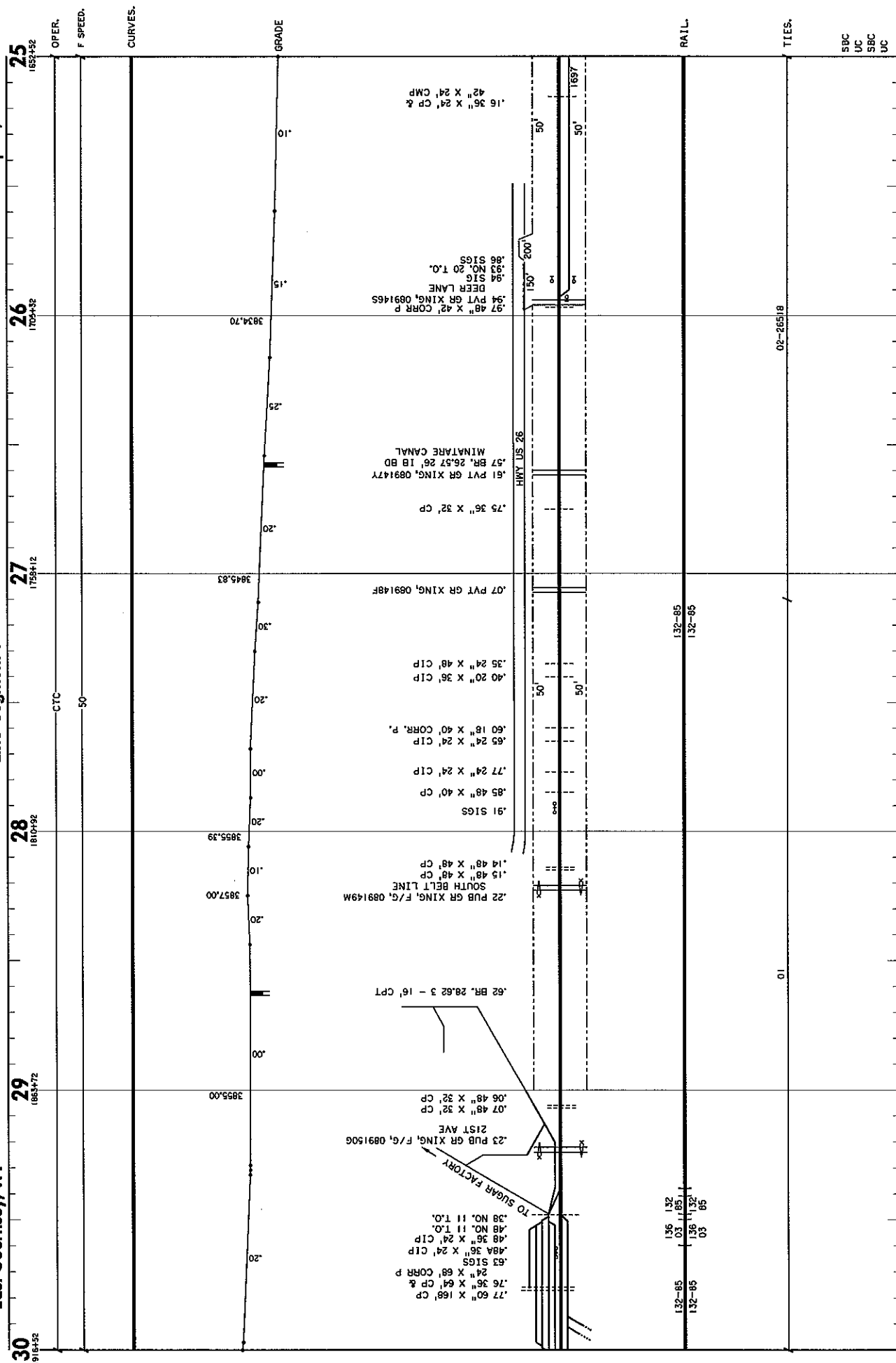
* UNKNOWN TRACK NUMBER

031

East Guernsey, WY

Line Segment 5

Northport, NE



15

← East Guernsey, WY

Line Segment 5

Northport, NE →

25
1532+53

24
1559+72

23
1546+92

22
1494+12

21
1441+32

20
1388+52

OPER.

F. SPEED.

CURVES.

GRADE

RAIL.

TIES.

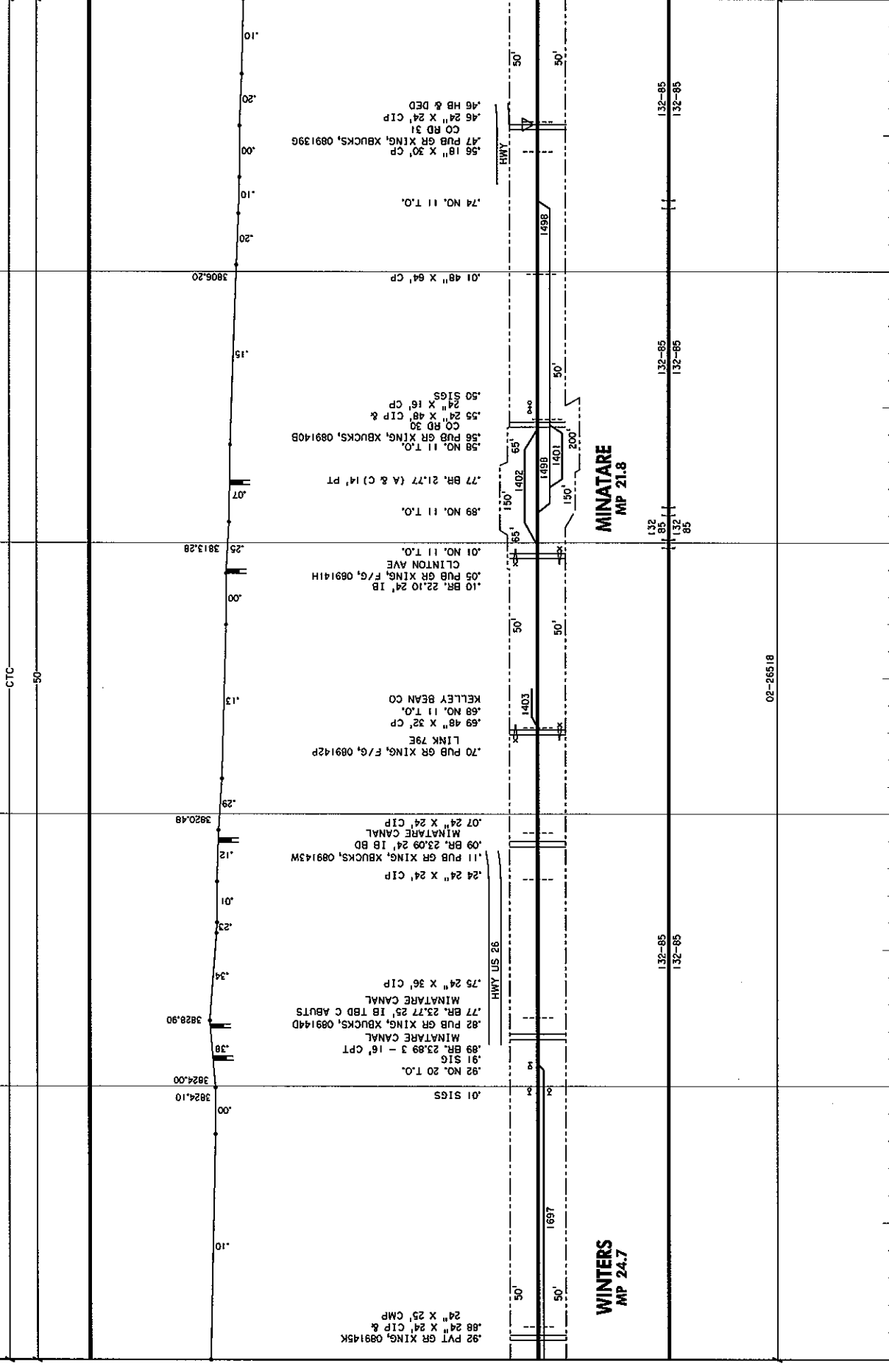
SBC
UC
SBC
UC

Burlington Northern and Santa Fe Railway Company

Revised: 02/20/2004

VAL015.DGN

Valley Subdivision



16

East Guernsey, WY

Line Segment 5

Northport, NE

20
1358+52

19
1335+72

18
1282+92

17
1230+12

16
1177+32

15
1124+52

OPER.

F. SPEED.

CURVES.

GRADE

RAIL.

TIES.

SBC

UC

SBC

UC

UC

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

1358+52

1335+72

1282+92

1230+12

1177+32

1124+52

Valley Subdivision

Revised: 03/30/2004

VAL016.DGN

Burlington Northern and Santa Fe Railway Company

18 SIGS
10 NO. 20 T.O.
09 SIG
06 36" X 40' CMP
05 36" X 40' CMP
04 PUB GR XING, XBUCKS, 089134X
03 24" X 37' CP

14 36" X 32' CP &
46" X 17' CMP

11 SIGS
10 NO. 20 T.O.
10 SIG
09 24" X 24' CIP
08 24" X 24' CIP
07 PUB GR XING, F/G, 089135E
06 BR, 17.22 2 - 34' 18 TBO

06 36" X 24' CP
04 PVT GR XING, XBUCKS, 089136L

02 36" X 24' CP
01 24" X 24' CIP
00 PUB GR XING, XBUCKS, 089137T
00 24" X 24' CIP

04 36" X 24' CP

10 24" X 24' CIP

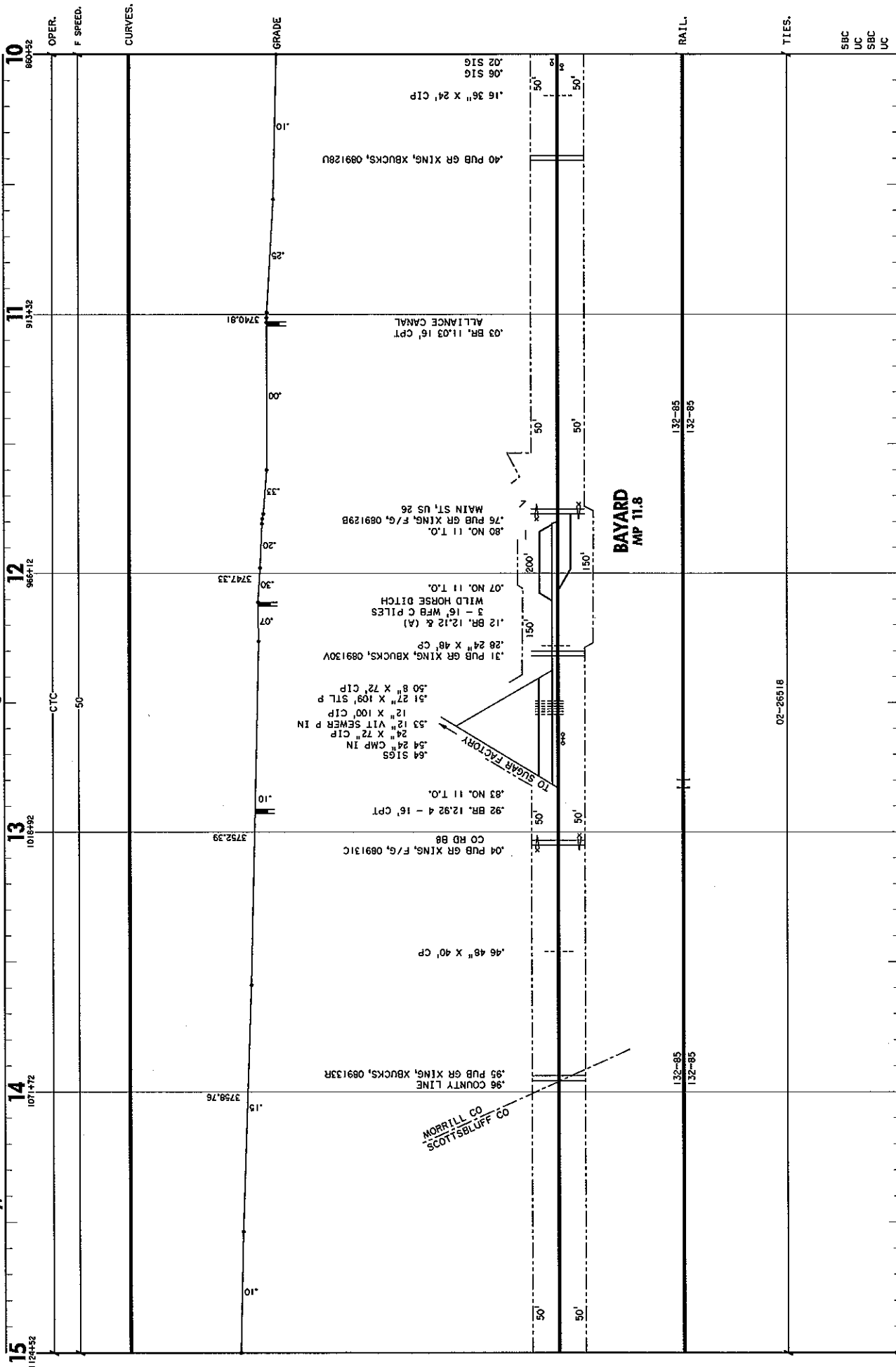
08 48" X 40' CP
07 PUB GR XING, XBUCKS, 089138A
06 48" X 46' CP

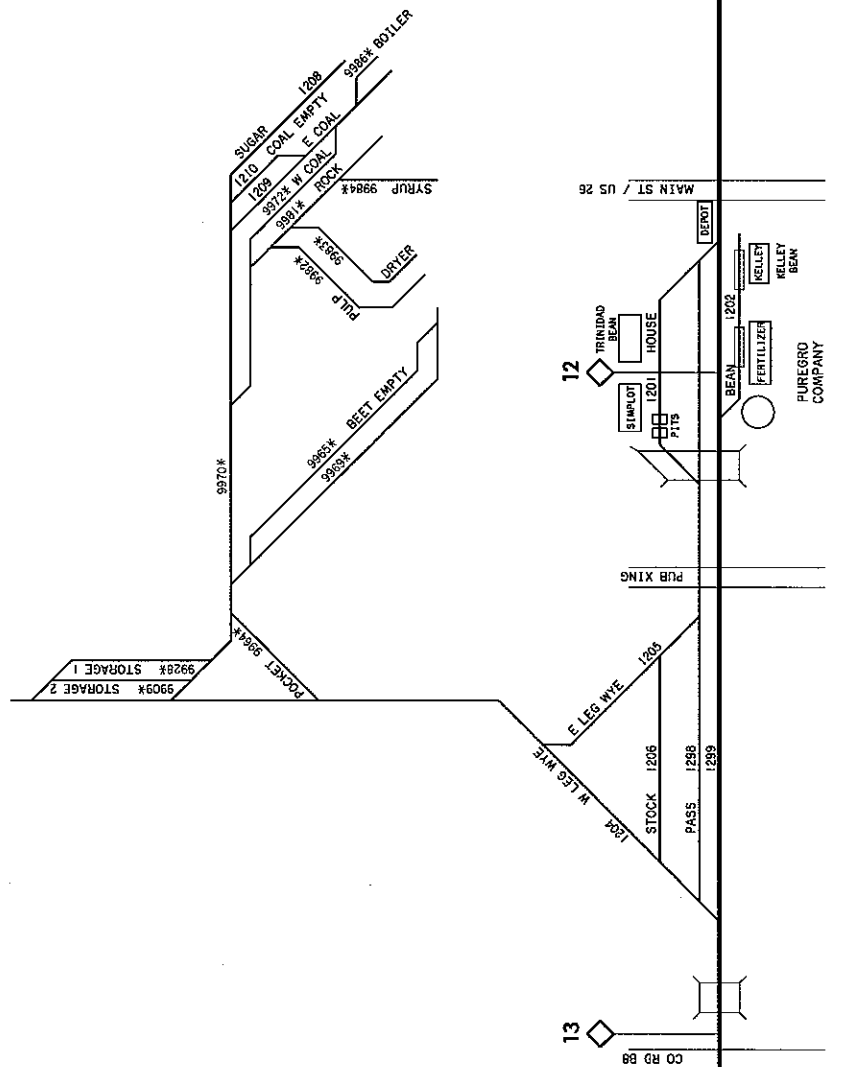
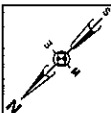
05 24" X 32' CP
04 BR, 19.83 24' 18 BD
03 24" X 24' CIP

BRADLEY
MP 15.9

132-85
58-32-51

81592-26-20





BNSF OWNED & MAINT
 INDUSTRY OWNED & BNSF MAINT
 IND OWNED & MAINT
 LEASE
 TRACKAGE RIGHTS
 FOREIGN TRACK
 JOINT FACILITIES



BAYARD, NE
Valley Subdivision

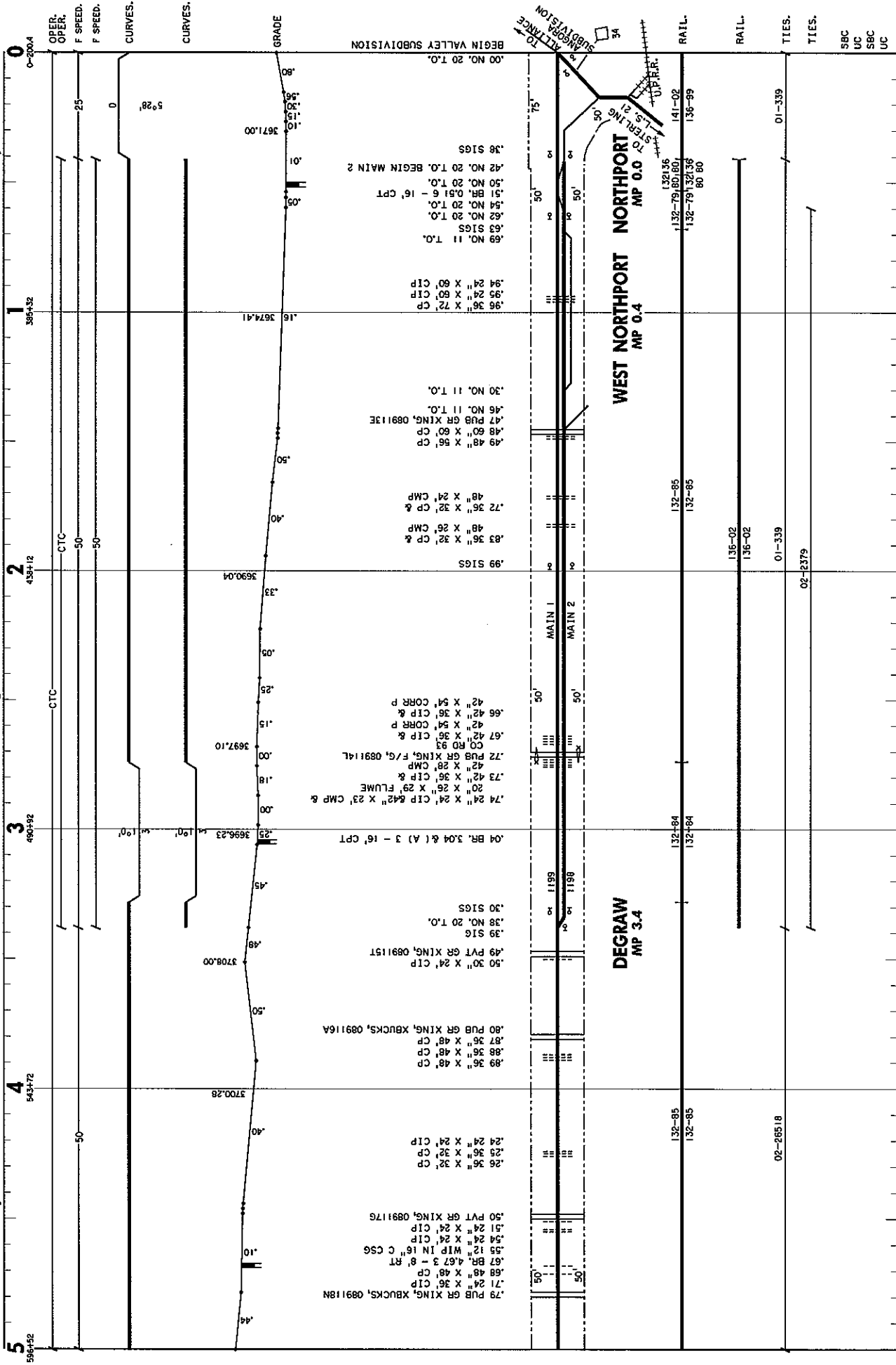
YARD SEGMENT: ###	REVISED: 03/26/2004
STATION ABBR: BAYANE	TRK CHT: VAL017A-T.DGN
FSAC: 32046	TEAM: BAYAI2039.DGN
ZONE: 12	

* UNKNOWN TRACK NUMBER

← East Guernsey, WY

Line Segment 5

Northport, NE





NORTHPORT, NE
Valley Subdivision

BNSF OWNED & MAINT
 INDUSTRY OWNED & BNSF MAINT
 IND OWNED & MAINT
 LEASE
 TRACKAGE RIGHTS
 FOREIGN TRACK
 JOINT FACILITIES



YARD SEGMENT: ###	REVISED: 03/26/2004
STATION ABBR: NORTNE	TRK CHT: VAL019A-T.DGN
FSAC: 32034	TEAM: NORT01043.DGN
ZONE: 01, 02	

* UNKNOWN TRACK NUMBER

BNSF



Track Chart

Angora Subdivision

Third Street (Alliance), NE (M.P. 0.3) to Sterling, CO (M.P. 115.1)

See each page for latest revised date

To view on the intranet or print this Track Chart go to:
<http://kcintvdp0001.iss.bnr.com/maprec/mapsrechoe.htm>

Notes:

To order this Track Chart in Sourcenet or
Millennium, use: 1374057

If you have any corrections or changes to these pages,
either mail to the Manager of Maps and Records at
4515 Kansas Ave., Kansas City, KS 66106 or FAX to
913-551-4285. Mailing is preferred.

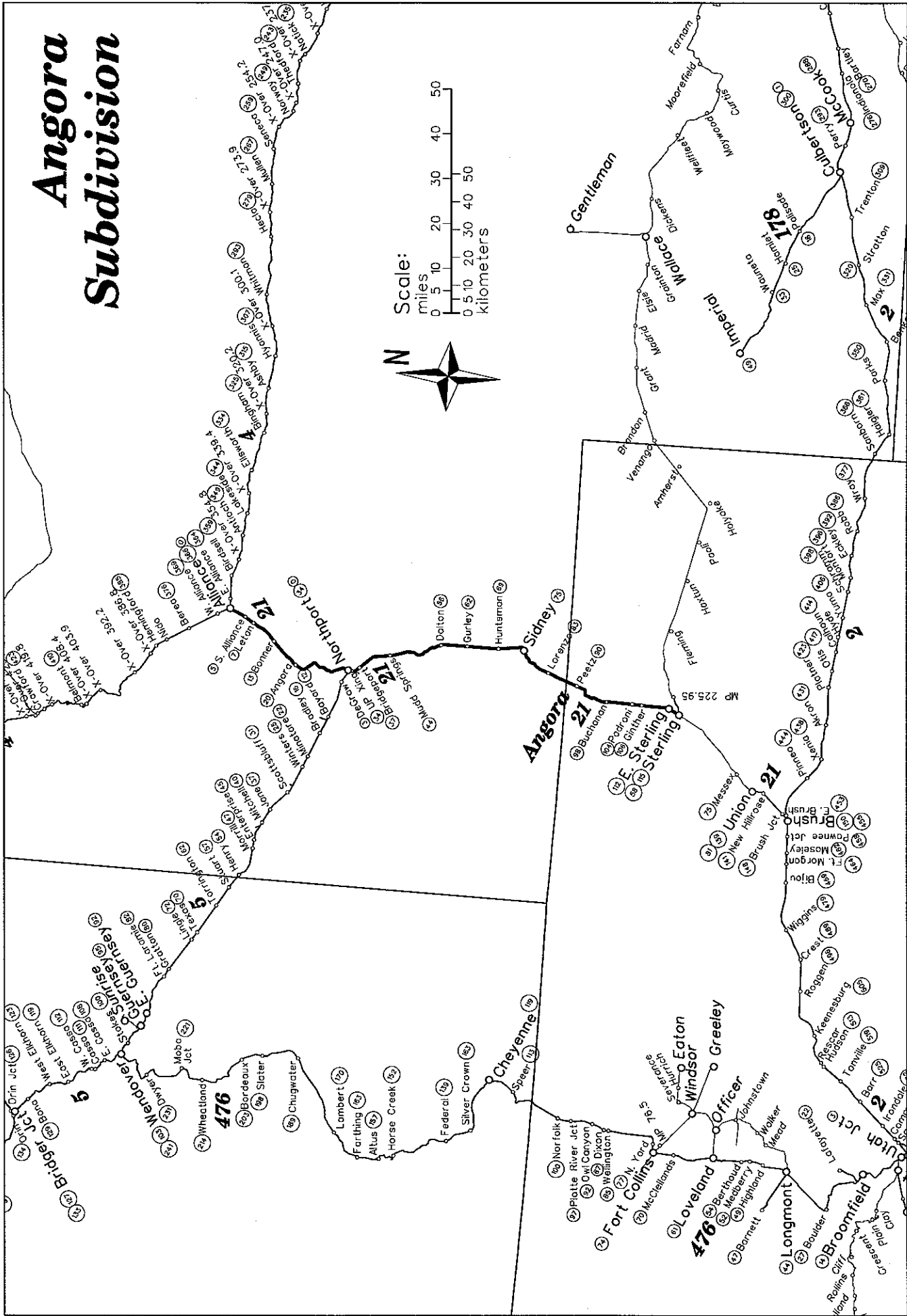
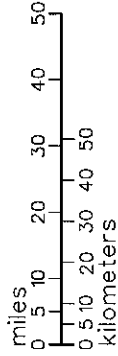
ANG000.DGN

BNSF System Maintenance and Planning

Angora Subdivision



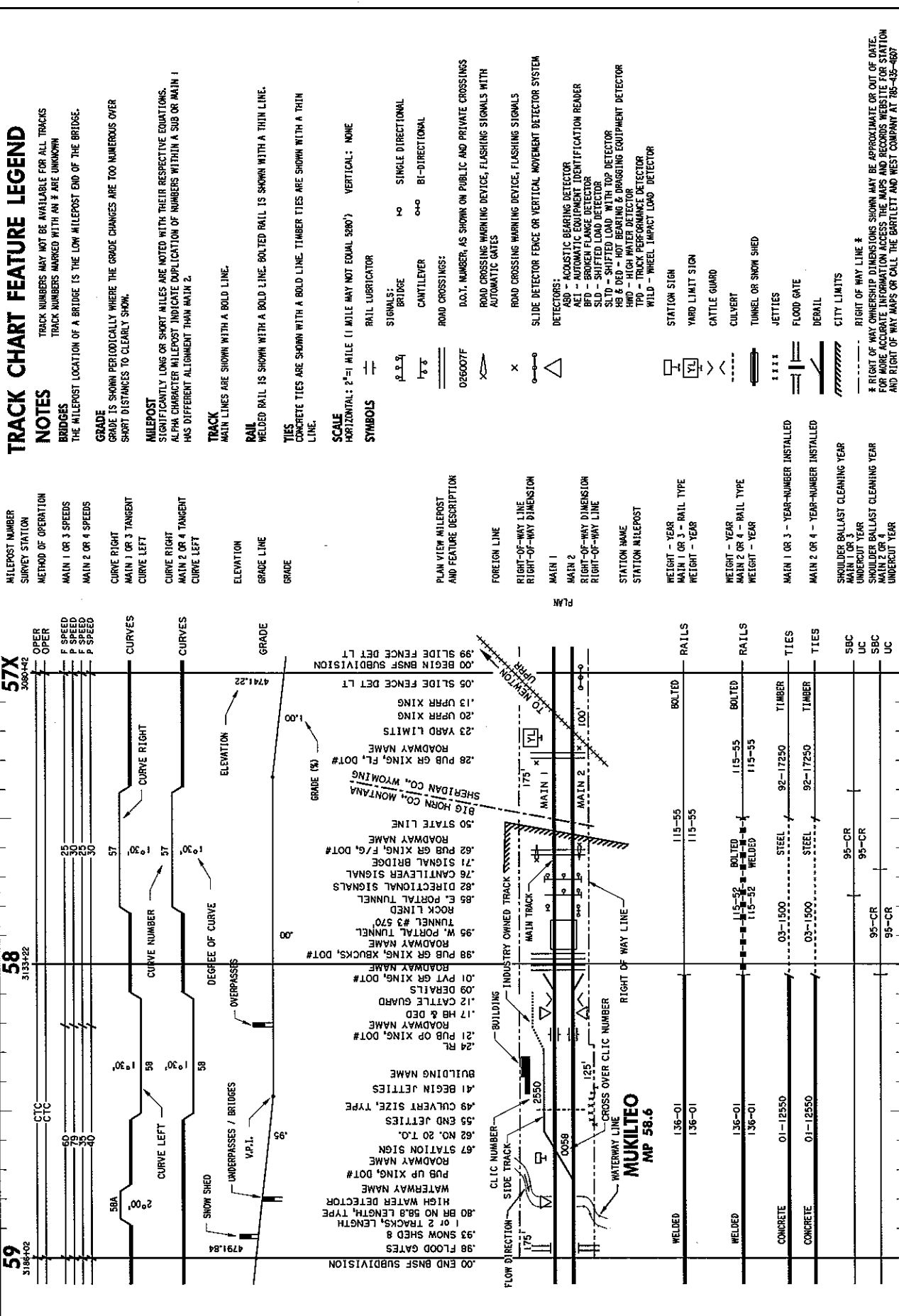
Scale:



Timetable Subdivision Terminus East

Line Segment Number

Timetable Subdivision Terminus West



TRACK CHART FEATURE LEGEND

NOTES

TRACK NUMBERS MAY NOT BE AVAILABLE FOR ALL TRACKS
TRACK NUMBERS MARKED WITH AN * ARE UNKNOWN
THE MILEPOST LOCATION OF A BRIDGE IS THE LOW MILEPOST END OF THE BRIDGE.

BRIDGES

GRADE

GRADE IS SHOWN PERIODICALLY WHERE THE GRADE CHANGES ARE TOO NUMEROUS OVER SHORT DISTANCES TO CLEARLY SHOW.

MILEPOST

SIGNIFICANTLY LONG OR SHORT MILES ARE NOTED WITH THEIR RESPECTIVE EQUATIONS.
ALPHA CHARACTER MILEPOST INDICATE DUPLICATION OF NUMBERS WITHIN A SUB OR MAIN 1 HAS DIFFERENT ALIGNMENT THAN MAIN 2.

TRACK

MAIN LINES ARE SHOWN WITH A BOLD LINE.

RAIL

WELDED RAIL IS SHOWN WITH A BOLD LINE. BOLTED RAIL IS SHOWN WITH A THIN LINE.

TIES

CONCRETE TIES ARE SHOWN WITH A BOLD LINE. TIMBER TIES ARE SHOWN WITH A THIN LINE.

SCALE

HORIZONTAL: 1"=1 MILE (1 MILE MAY NOT EQUAL 5280') VERTICAL: NONE

SYMBOLS

RAIL LUBRICATOR
SIGNALS:
BRIDGE
CANTILEVER
ROAD CROSSINGS:
D.O.T. NUMBER, AS SHOWN ON PUBLIC AND PRIVATE CROSSINGS
ROAD CROSSING WARNING DEVICE, FLASHING SIGNALS WITH AUTOMATIC GATES
ROAD CROSSING WARNING DEVICE, FLASHING SIGNALS
SLIDE DETECTOR FENCE OR VERTICAL MOVEMENT DETECTOR SYSTEM
DETECTORS:
ASB - ACOUSTIC BEARING DETECTOR
AEI - AUTOMATIC EQUIPMENT IDENTIFICATION READER
BFD - BROKEN FLANGE DETECTOR
SLD - SLIDING LOAD DETECTOR
SLD - SLIDING LOAD DETECTOR WITH TOP DETECTOR
HB & DED - HOT BEARING & DRAGGING EQUIPMENT DETECTOR
HWD - HIGH WATER DETECTOR
TPD - TRACK PERFORMANCE DETECTOR
WLD - WHEEL IMPACT LOAD DETECTOR

STATION SIGN

YARD LIMIT SIGN

CATTLE GUARD

CULVERT

TUNNEL OR SNOW SHED

JETTIES

FLOOD GATE

DERAIL

CITY LIMITS

RIGHT OF WAY LINE *

* RIGHT OF WAY OWNERSHIP DIMENSIONS SHOWN MAY BE APPROXIMATE OR OUT OF DATE. FOR MORE ACCURATE INFORMATION ACCESS THE MAPS AND RECORDS WEBSITE FOR STATION AND RIGHT OF WAY MAPS OR CALL THE BARTLETT AND WEST COMPANY AT 785-435-4887

TRACK CHART ABBREVIATION LEGEND

BRIDGES & CULVERTS

A	ARCH	RCA	REINFORCED CONCRETE ARCH
AB	ABUTMENT	RCB	REINFORCED CONCRETE BOX
AP	APPROACH	RCP	REINFORCED CONCRETE PIPE
AR	ARCH	RCT	REINFORCED CONCRETE TRESTLE
ARM TL	ARMCO TUNNEL LINER	RD WD	REDWOOD
B	BOX	RSB	REINFORCED STONE BOX
BASC	BASCULE	RTB	RAIL TRACK BOX
BD	BALLAST DECK	RTCB	RAIL TOP CONCRETE BOX
BPT	BALLAST DECK PILE TRESTLE - WOOD	RTSB	RAIL TOP STONE BOX
BR	BRIDGE	SA	STEEL ARCH
BRK	BRICK	SBG	STEEL BOX GIRDER
BX	BOX	SPP	STEEL PIPE
C	CONCRETE	SSC	STEEL PLATE PIPE
CA	CONCRETE ARCH	SSP	STEEL STRINGERS & CAPS
CB	CONCRETE BOX	STA	STRUCTURAL STEEL PIPE
CBG	CONCRETE BOX GIRDER	STB	STONE ARCH
CCTS	COMBINATION CONCRETE & TIMBER SLAB	STO	STONE BOX
CG	CONCRETE "I" GIRDER	STO	STONE
CIP	CAST IRON PIPE	T	TILE
CMA	CORRUGATED METAL ARCH	TBX	TIMBER BOX
CMP	CORRUGATED METAL PIPE	TDBX	THRU VOID, DBL. CELL PRES. CONC. BEAM OR GIRDER
CTG	CONCRETE "I" GIRDER	TL	TUNNEL LINER
CP	CONCRETE PIPE	THG	THRU GIRDER
CUL	CULVERT	THT	THRU TIMBER TRUSS
DBL	DOUBLE	TPLG	THRU PLATE LATTICE GIRDER
DG	DECK GIRDER	TP	TILE PIPE
DPLG	DECK PLATE GIRDER	TPCT	THRU PIN CONNECTED TRUSS
DPLG	DECK PLATE LATTICE GIRDER	TPG	THRU PLATE GIRDER
DPCT	DECK PIN CONNECTED TRUSS	TR	TREATED
DR SP	DRAW SPAN	TR	T-RAIL
DRT	DECK RIVETED TRUSS	TPL	TRIPLE
DS	SWING SPAN	TRT	THRU RIVETED TRUSS
DT	DECK TRUSS	TSBX	THRU VOIDED-SINGLE CELL PRESTRESSED CONCRETE BEAM OR GIRDER
EXT	EXTENSION	VIT P	VITRIFIED PIPE
FT	FRAME TRESTLE - WOOD	VP	VITRIFIED PIPE
FTG	FOOTING	VTEE	VOIDED PRESTRESSED CONC. TEE GIRDER
GCIP	GALVANIZED CORRUGATED IRON PIPE	VTP	VITRIFIED TILE PIPE
GIP	GALVANIZED IRON PIPE	WB	WOOD BOX
IB	"I" BEAM OR GIRDER BEAM SPAN	WD	WOOD
I BM	"I" BEAM	WF	WIDE FLANGE BEAM SPAN
LG	LONG	WP	WOOD PIPE
LS	LIFT SPAN	WR I P	WROUGHT IRON PIPE
MPP	MULTI-PLATE PIPE		
MSY	MASONRY		
O	OVAL		
OC	OVAL CONCRETE PIPE		
OD	OPEN DECK		
OMP	OVAL METAL PIPE		
ORCP	OVAL REINFORCED CONCRETE PIPE		
PC	PRE-STRESSED CONCRETE		
PCMP	PERFORATED CORRUGATED CONCRETE PIPE		
PED	PEDESTAL		
PRT	PONY RIVETED TRUSS		
PT	PILE TRESTLE - WOOD		

TRACK & SIGNAL

ABS	AUTOMATIC BLOCK SIGNAL SYSTEM
ABD	ACOUSTIC BEARING DETECTOR
AET	AUTOMATIC EQUIPMENT IDENTIFICATION READER
ATS	AUTOMATIC TRAIN STOPS
BFD	BROKEN FLANGE DETECTOR
BR SIG	BRIDGE SIGNAL
CANT SIG	CANTILEVER SIGNAL
CTC	CENTRALIZED TRAFFIC CONTROL
DED	DRAGGING EQUIPMENT DETECTOR
DESLTD	DRAGGING EQUIP. & SHIFTED LOAD W/TOP DETECTOR
F	FREIGHT (SPEED)
F/G	FLASHING SIGNAL WITH AUTOMATIC GATES
FL	FLASHING SIGNAL
FLB & DED	HOT BEARING & DRAGGING EQUIP. DETECTOR
HWD	HIGH WATER DETECTOR
INTLK	INTERLOCKING
I TOWER	INTERLOCKING TOWER
LS	LINE SEGMENT
MP	MILEPOST
NO.	NUMBER
OCS	OCCUPANCY CONTROL SYSTEM
OH	OVERHEAD
OOS	OUT OF SERVICE
P	PASSENGER (SPEED)
RES LIM	RESTRICTED LIMITS
RL	RAIL LUBRICATOR
SIGS	SIGNALS
SBC	SHOULDER BALLAST CLEANING
SLD	SHIFTED LOAD DETECTOR
SLTD	SHIFTED LOAD WITH TOP DETECTOR
S SW	SPRING SWITCH
T.O.	TURNOUT
TRK	TRACK
TWC	TRACK WARRANT CONTROL
UC	UNDERCUT
WILD	WHEEL IMPACT LOAD DETECTOR
YL	YARD LIMIT

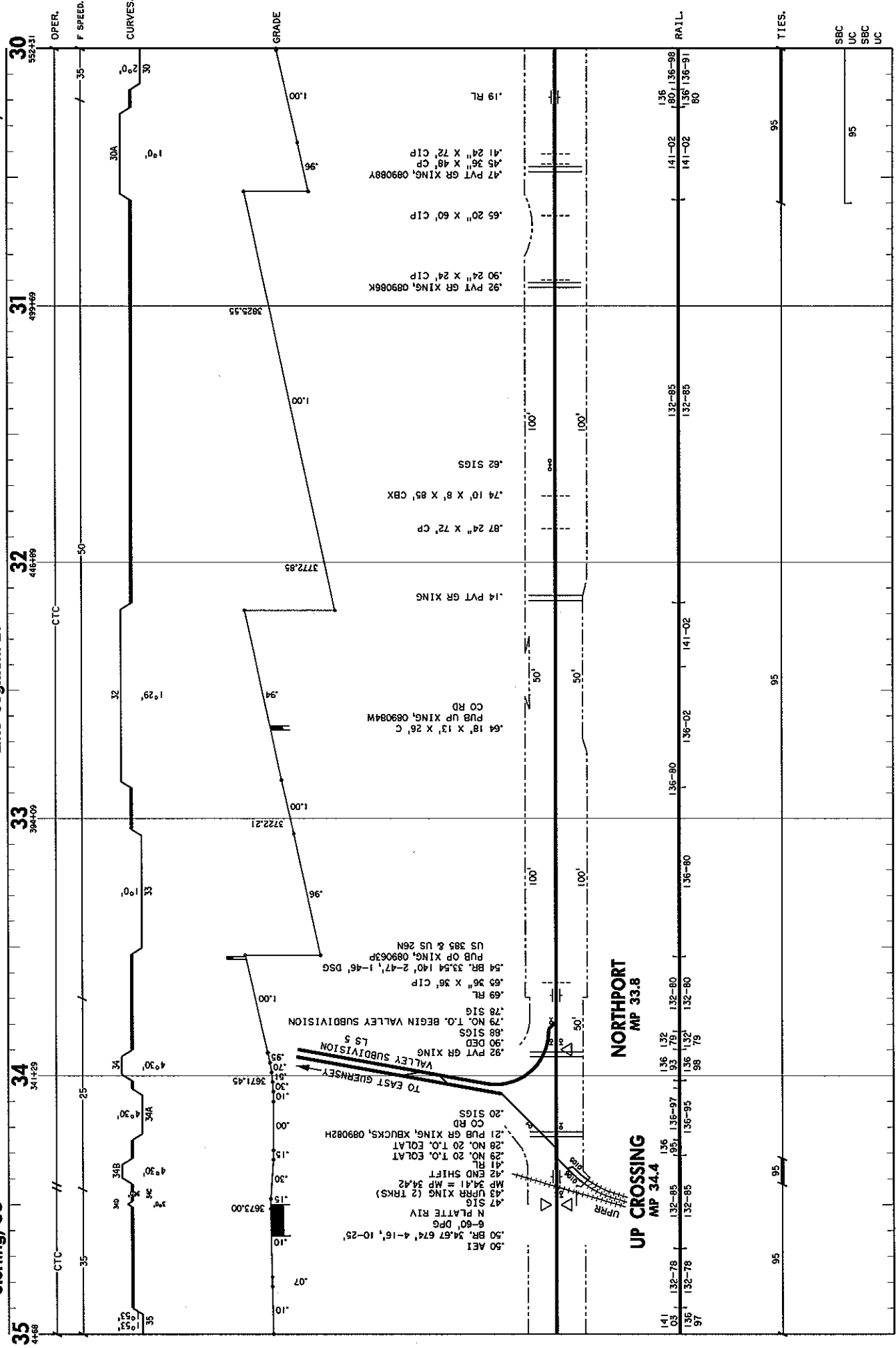
MISCELLANEOUS

AVE	AVENUE
BLVD	BOULEVARD
CD	COUNTY
CONN	CONNECTION
CONST	CONSTRUCTED
CR	CREEK OR CRUSHED ROCK
DBL	DOUBLE
DIV	DIVISION
DR	DRIVE
E	EAST
EL	ELEVATION
F L T P	FLOOD LIGHT POLE
F L T T	FLOOD LIGHT TOWER
FRT	FREIGHT
GR	AT GRADE
HO	HOUSE
HWY	HIGHWAY
IND	INDUSTRY
JCT	JUNCTION
JOINT	JOINT
LT	LEFT
MAX	MAXIMUM
MTC	MAINTENANCE
NO	NORTH
OH	OVERHEAD
OP	OVERPASS
PED	PEDESTRIAN
PK	PARKWAY
PO	POWER
PSGR	PASSENGER
PUB	PUBLIC
PVT	PRIVATE
RD	ROAD
RESERV	RESERVOIR
RIV	RIVER
RR	RAILROAD
RT	RIGHT
RW	RIGHT-OF-WAY
RY	RAILWAY
SEC	SECTION
SO	SOUTH
ST	STREET
STA	STATION
SUB	SUBDIVISION
TPL	TRIPLE
UP	UNDERPASS
W	WEST
YD	YARD
XBUCKS	CROSSBUCKS
XING	CROSSING

Third Street, NE

Line Segment 21

Sterling, CO

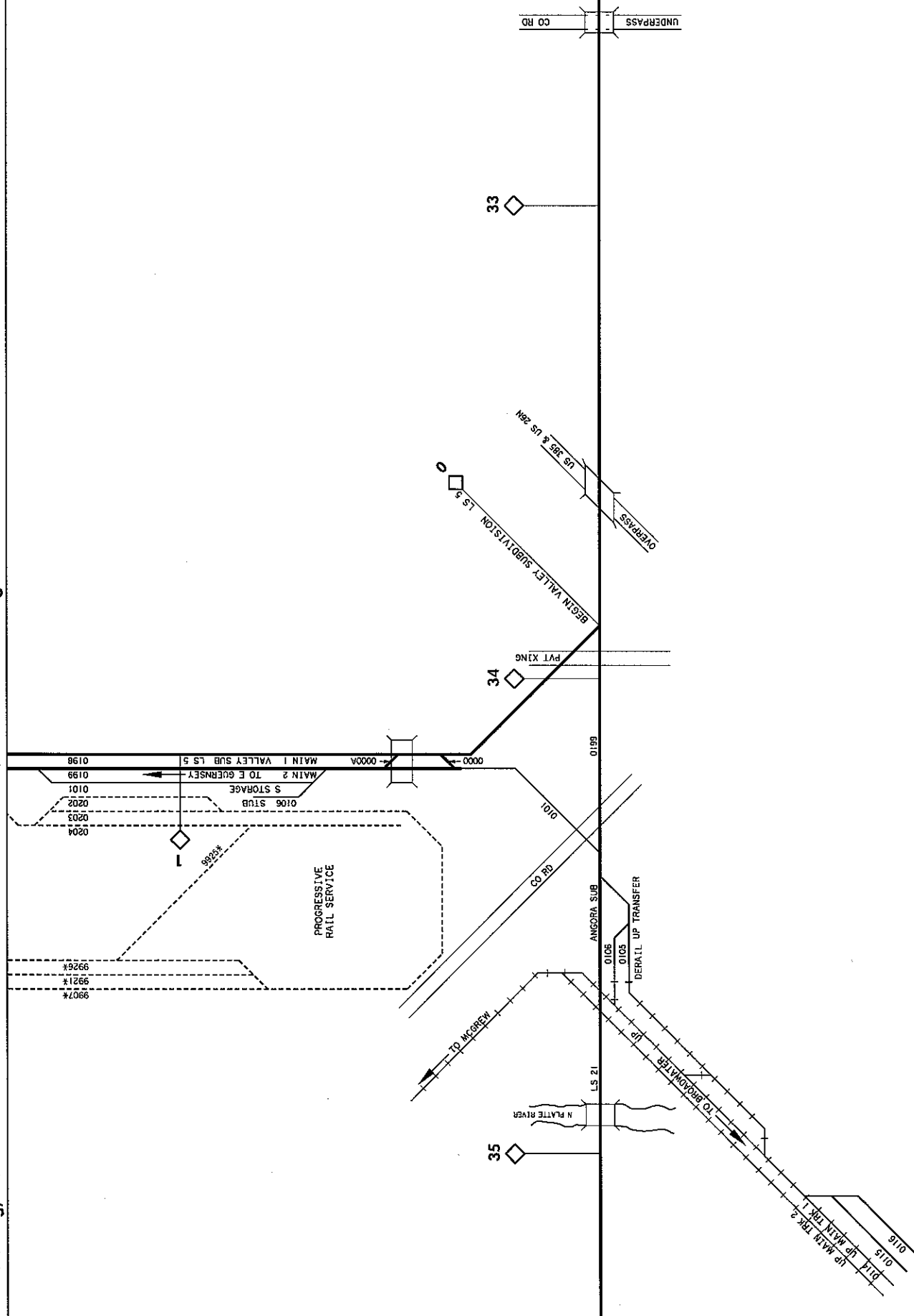
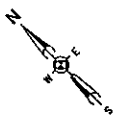


Angora Subdivision

Revised: 03/24/2004

ANG018.DGN

Burlington Northern and Santa Fe Railway Company



NORTHPORT, NE
Angora Subdivision

BNSF OWNED & MAINT
 INDUSTRY OWNED & BNSF MAINT
 IND OWNED & MAINT
 LEASE
 TRACKAGE RIGHTS
 FOREIGN TRACK
 JOINT FACILITIES



YARD SEGMENT: ###	REVISED: 03/25/2004
STATION ABBR: NORTNE	TRK CHT: ANGO18A-T-DGN
FSAC: 32034	TEAM: NORT01027.DGN
ZONE: 01, 02	

* UNKNOWN TRACK NUMBER

20

← Sterling, CO

Line Segment 21

Third Street, NE →

25

24

23

22

21

20

818+17

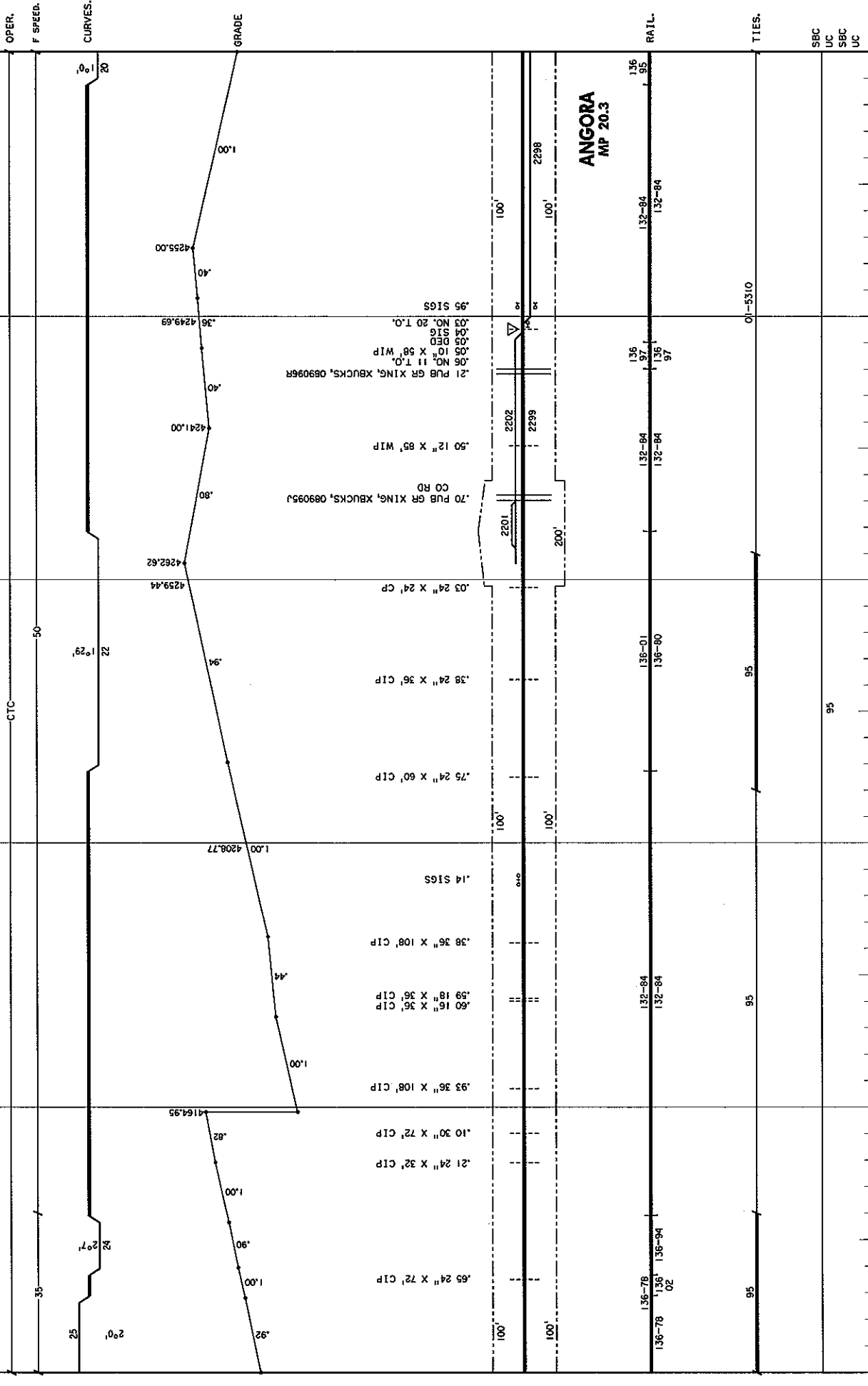
810+57

923+77

976+62

1029+37

1082+17



Burlington Northern and Santa Fe Railway Company

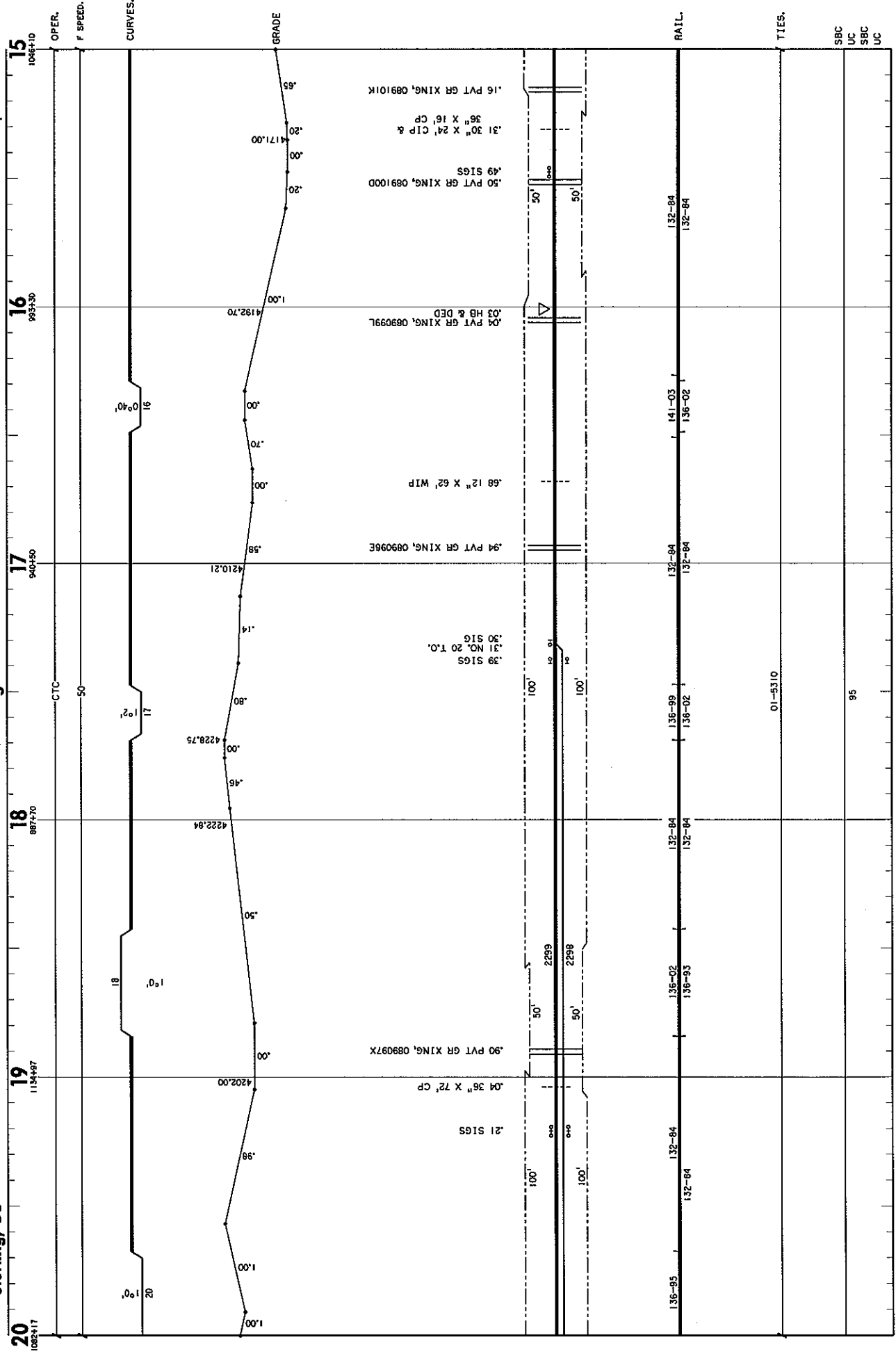
ANG020.DGN Revised: 03/24/2004

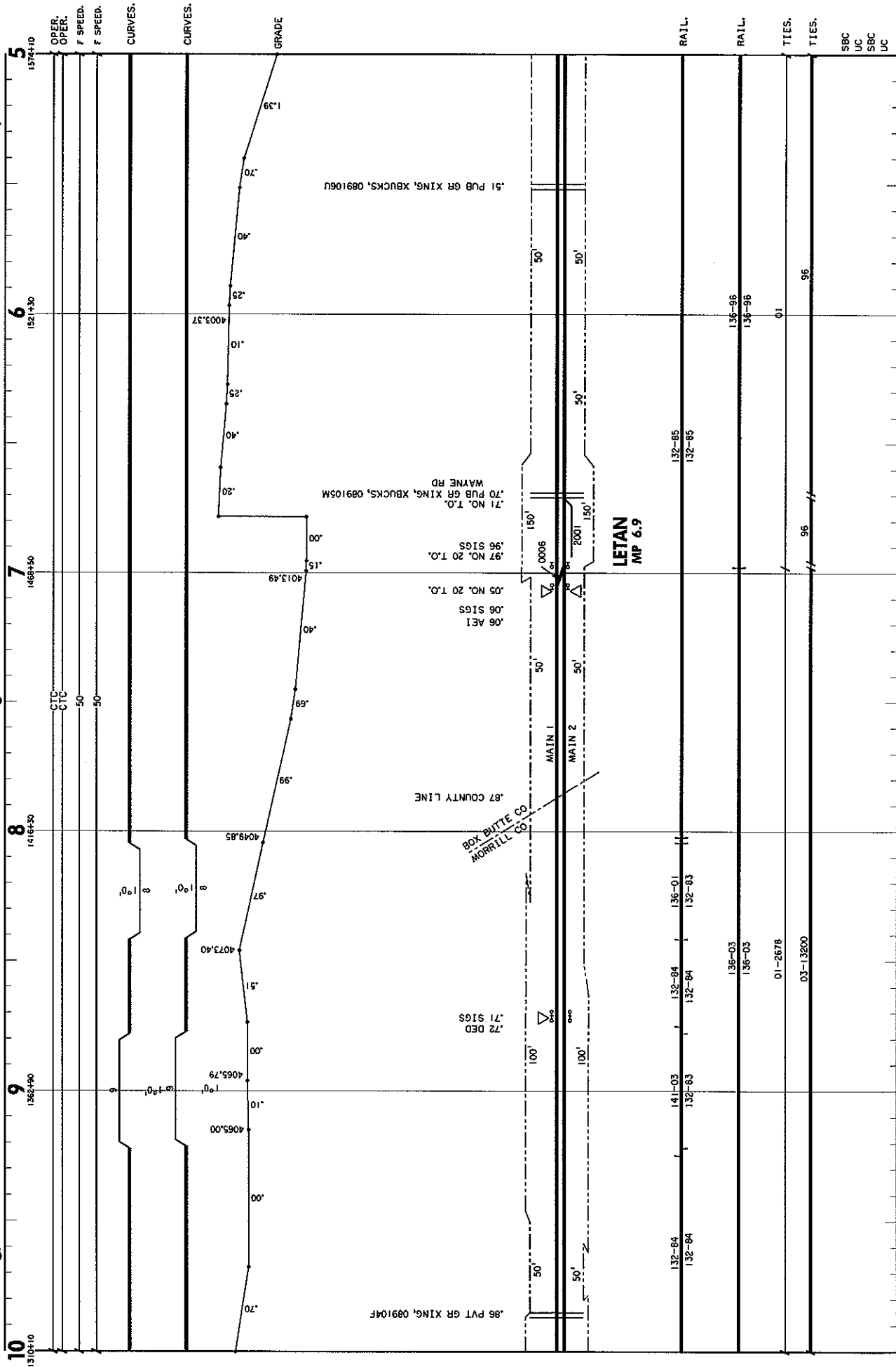
Angora Subdivision

Third Street, NE

Line Segment 21

Sterling, CO

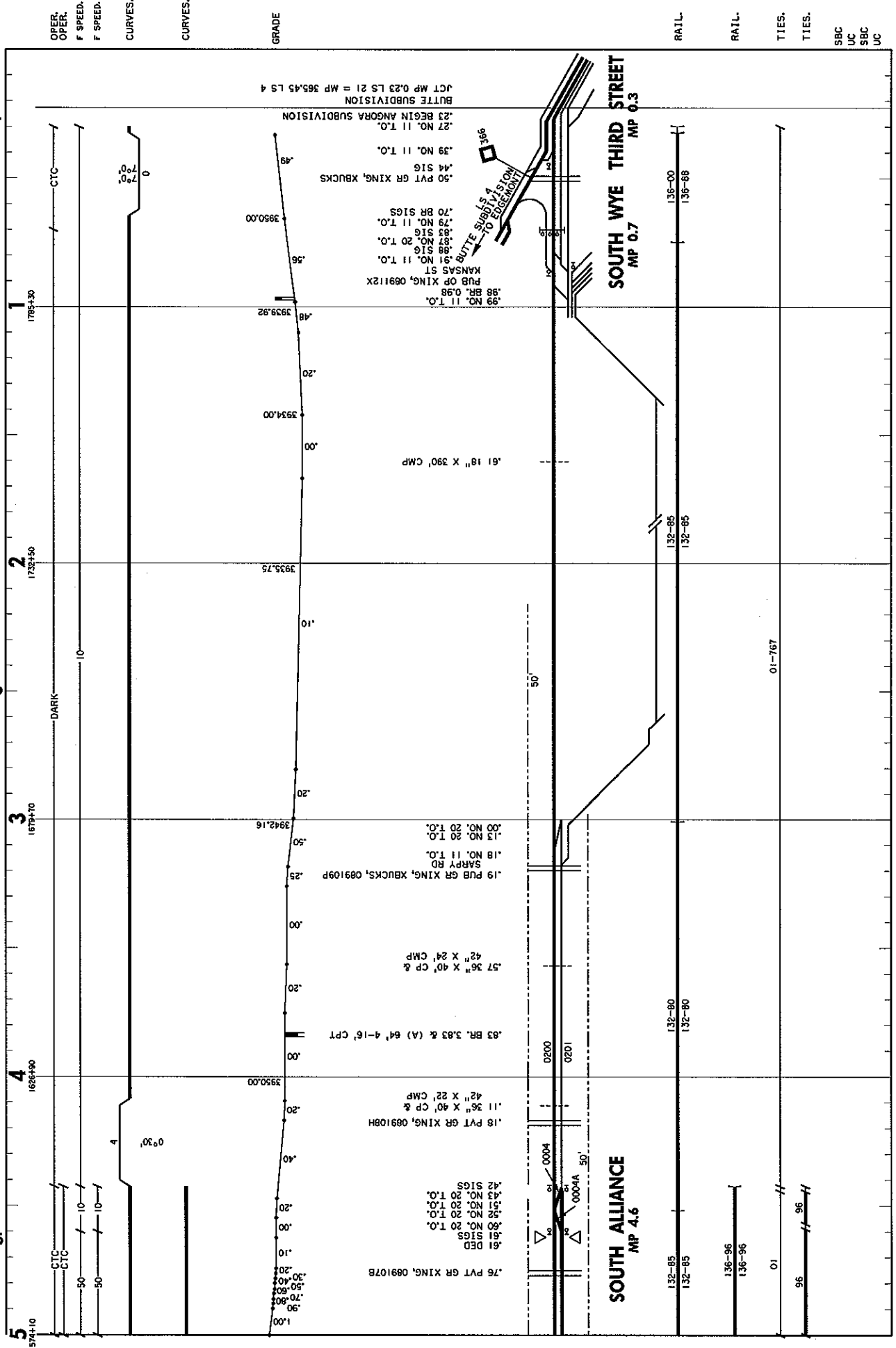




East Alliance, NE

Line Segment 21

Sterling, CO



Angora Subdivision

Revised: 03/24/2004

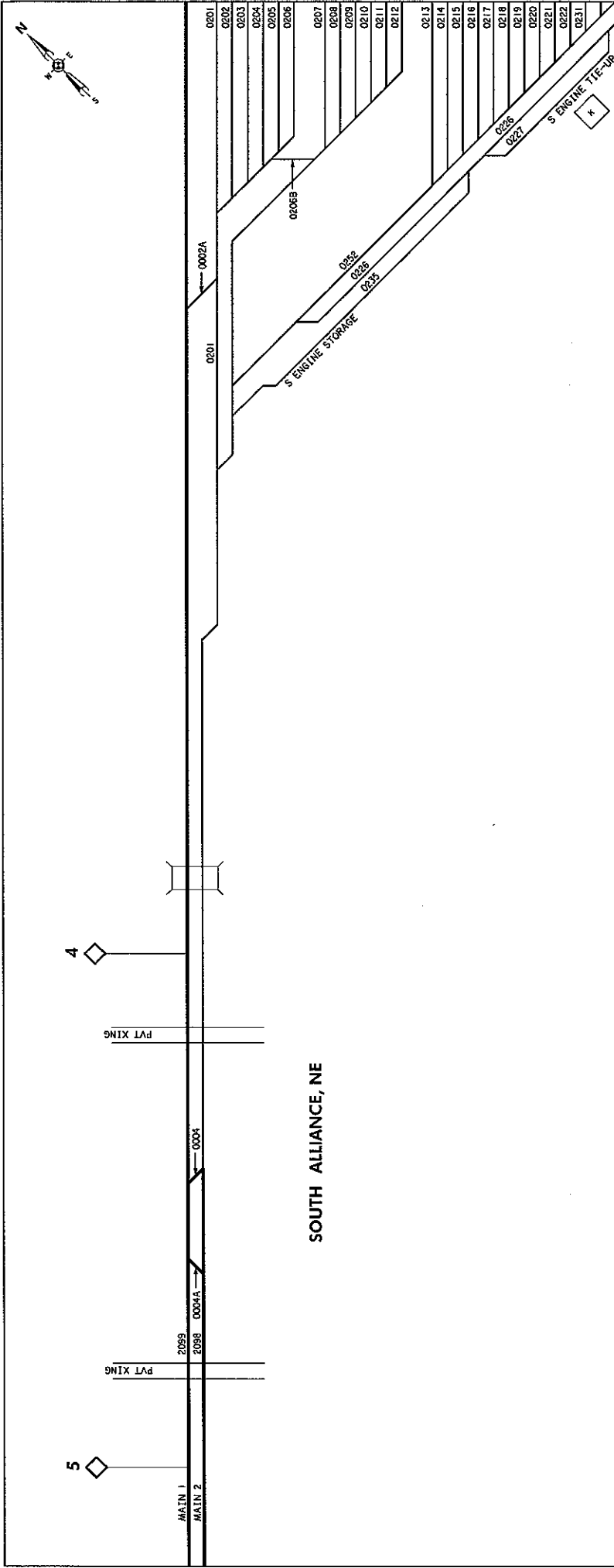
ANG024.DGN

Burlington Northern and Santa Fe Railway Company

← Sterling, CO

Line Segment 21

Ravenna, NE →



BNSF OWNED & MAINT
INDUSTRY OWNED & BNSF MAINT
IND OWNED & MAINT
LEASE
TRACKAGE RIGHTS
FOREIGN TRACK
JOINT FACILITIES

ALLIANCE, NE Angora Subdivision

YARD SEGMENT: ###	REVISED: 03/25/2004
STATION ABBR: ALLINE	TRK CHT: ANG024A-T.DGN
FSAC: 30364	TEAM: ALL102039.DGN
ZONE: 02, 20	

* UNKNOWN TRACK NUMBER



UP TRACK PROFILES

WYODAK COAL MINE
WYODAK RESOURCES DEVELOPMENT CO.
CABALLO MINE
POWDER RIVER COALPEABODY HOLDING INC.
BELLE AYRE MINE
CYPRIUS
CABALLO ROJO MINE CO.
(KENNICOTT ENERGY CO.)
CORDERO
CORDERO MINING CO.
(KENNICOTT ENERGY CO.)
COAL CREEK JCT (BNSF MP 26.5)
RENO (BNSF MP 43.0)
NORTH ROCHELLE MINE
TRITON COAL CO.
NO. ROCHELLE JCT
(BNSF MP 49.5)
NACCO JCT (BNSF MP 62.4)
ANTELOPE
ANTELOPE COAL CO (KENNICOTT ENERGY CO.)

WILDCAT
GULF MINERAL RESOURCES CO.
BUCKSKIN MINE
TRITON COAL CO.
RAWHIDE MINE
POWDER RIVER COALPEABODY HOLDING INC.
EAGLE BUTTE MINE
CYPRIUS MAX COAL CO.

WYODAK COAL MINE
WYODAK RESOURCES DEVELOPMENT CO.
CABALLO MINE
POWDER RIVER COALPEABODY HOLDING INC.
BELLE AYRE MINE
CYPRIUS
CABALLO ROJO MINE CO.
(KENNICOTT ENERGY CO.)
CORDERO
CORDERO MINING CO.
(KENNICOTT ENERGY CO.)
COAL CREEK JCT (BNSF MP 26.5)
RENO (BNSF MP 43.0)
NORTH ROCHELLE MINE
TRITON COAL CO.
NO. ROCHELLE JCT
(BNSF MP 49.5)
NACCO JCT (BNSF MP 62.4)
ANTELOPE
ANTELOPE COAL CO (KENNICOTT ENERGY CO.)

WILDCAT
GULF MINERAL RESOURCES CO.
BUCKSKIN MINE
TRITON COAL CO.
RAWHIDE MINE
POWDER RIVER COALPEABODY HOLDING INC.
EAGLE BUTTE MINE
CYPRIUS MAX COAL CO.

WYODAK COAL MINE
WYODAK RESOURCES DEVELOPMENT CO.
CABALLO MINE
POWDER RIVER COALPEABODY HOLDING INC.
BELLE AYRE MINE
CYPRIUS
CABALLO ROJO MINE CO.
(KENNICOTT ENERGY CO.)
CORDERO
CORDERO MINING CO.
(KENNICOTT ENERGY CO.)
COAL CREEK JCT (BNSF MP 26.5)
RENO (BNSF MP 43.0)
NORTH ROCHELLE MINE
TRITON COAL CO.
NO. ROCHELLE JCT
(BNSF MP 49.5)
NACCO JCT (BNSF MP 62.4)
ANTELOPE
ANTELOPE COAL CO (KENNICOTT ENERGY CO.)

WILDCAT
GULF MINERAL RESOURCES CO.
BUCKSKIN MINE
TRITON COAL CO.
RAWHIDE MINE
POWDER RIVER COALPEABODY HOLDING INC.
EAGLE BUTTE MINE
CYPRIUS MAX COAL CO.

WYODAK COAL MINE
WYODAK RESOURCES DEVELOPMENT CO.
CABALLO MINE
POWDER RIVER COALPEABODY HOLDING INC.
BELLE AYRE MINE
CYPRIUS
CABALLO ROJO MINE CO.
(KENNICOTT ENERGY CO.)
CORDERO
CORDERO MINING CO.
(KENNICOTT ENERGY CO.)
COAL CREEK JCT (BNSF MP 26.5)
RENO (BNSF MP 43.0)
NORTH ROCHELLE MINE
TRITON COAL CO.
NO. ROCHELLE JCT
(BNSF MP 49.5)
NACCO JCT (BNSF MP 62.4)
ANTELOPE
ANTELOPE COAL CO (KENNICOTT ENERGY CO.)

WILDCAT
GULF MINERAL RESOURCES CO.
BUCKSKIN MINE
TRITON COAL CO.
RAWHIDE MINE
POWDER RIVER COALPEABODY HOLDING INC.
EAGLE BUTTE MINE
CYPRIUS MAX COAL CO.

* NOT IN OPERATION
POWDER RIVER BASIN
UNIT COAL TRAIN FACILITIES

WILDCAT
GULF MINERAL RESOURCES CO.
BUCKSKIN MINE
TRITON COAL CO.
RAWHIDE MINE
POWDER RIVER COALPEABODY HOLDING INC.
EAGLE BUTTE MINE
CYPRIUS MAX COAL CO.

WYODAK COAL MINE
WYODAK RESOURCES DEVELOPMENT CO.
CABALLO MINE
POWDER RIVER COALPEABODY HOLDING INC.
BELLE AYRE MINE
CYPRIUS
CABALLO ROJO MINE CO.
(KENNICOTT ENERGY CO.)
CORDERO
CORDERO MINING CO.
(KENNICOTT ENERGY CO.)
COAL CREEK JCT (BNSF MP 26.5)
RENO (BNSF MP 43.0)
NORTH ROCHELLE MINE
TRITON COAL CO.
NO. ROCHELLE JCT
(BNSF MP 49.5)
NACCO JCT (BNSF MP 62.4)
ANTELOPE
ANTELOPE COAL CO (KENNICOTT ENERGY CO.)

WILDCAT
GULF MINERAL RESOURCES CO.
BUCKSKIN MINE
TRITON COAL CO.
RAWHIDE MINE
POWDER RIVER COALPEABODY HOLDING INC.
EAGLE BUTTE MINE
CYPRIUS MAX COAL CO.

WYODAK COAL MINE
WYODAK RESOURCES DEVELOPMENT CO.
CABALLO MINE
POWDER RIVER COALPEABODY HOLDING INC.
BELLE AYRE MINE
CYPRIUS
CABALLO ROJO MINE CO.
(KENNICOTT ENERGY CO.)
CORDERO
CORDERO MINING CO.
(KENNICOTT ENERGY CO.)
COAL CREEK JCT (BNSF MP 26.5)
RENO (BNSF MP 43.0)
NORTH ROCHELLE MINE
TRITON COAL CO.
NO. ROCHELLE JCT
(BNSF MP 49.5)
NACCO JCT (BNSF MP 62.4)
ANTELOPE
ANTELOPE COAL CO (KENNICOTT ENERGY CO.)

WILDCAT
GULF MINERAL RESOURCES CO.
BUCKSKIN MINE
TRITON COAL CO.
RAWHIDE MINE
POWDER RIVER COALPEABODY HOLDING INC.
EAGLE BUTTE MINE
CYPRIUS MAX COAL CO.

WYODAK COAL MINE
WYODAK RESOURCES DEVELOPMENT CO.
CABALLO MINE
POWDER RIVER COALPEABODY HOLDING INC.
BELLE AYRE MINE
CYPRIUS
CABALLO ROJO MINE CO.
(KENNICOTT ENERGY CO.)
CORDERO
CORDERO MINING CO.
(KENNICOTT ENERGY CO.)
COAL CREEK JCT (BNSF MP 26.5)
RENO (BNSF MP 43.0)
NORTH ROCHELLE MINE
TRITON COAL CO.
NO. ROCHELLE JCT
(BNSF MP 49.5)
NACCO JCT (BNSF MP 62.4)
ANTELOPE
ANTELOPE COAL CO (KENNICOTT ENERGY CO.)

WILDCAT
GULF MINERAL RESOURCES CO.
BUCKSKIN MINE
TRITON COAL CO.
RAWHIDE MINE
POWDER RIVER COALPEABODY HOLDING INC.
EAGLE BUTTE MINE
CYPRIUS MAX COAL CO.

LEGEND:
UNION PACIFIC RR
UP-BNSF JOINT TRK.
SHORT LINES

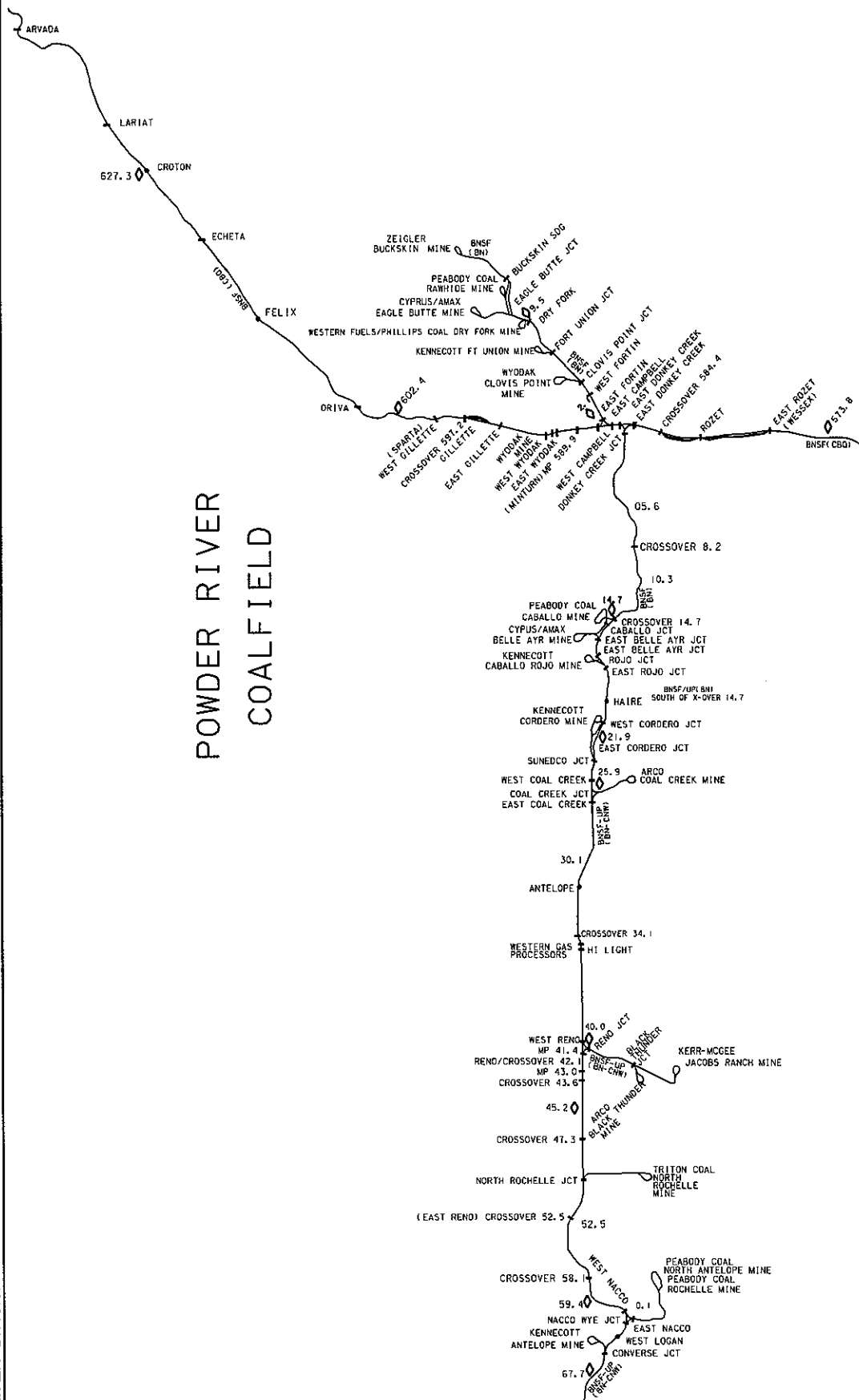
SOUTH DAKOTA

WYOMING

NEBRASKA

REVISED AS TO: JANUARY 20, 2004

BHW



W.H.W.

	REVISED AS TO:	JULY 29, 2003
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
71		
72		
73		
74		
75		
76		
77		
78		
79		
80		
81		
82		
83		
84		
85		
86		
87		
88		
89		
90		
91		
92		
93		
94		
95		
96		
97		
98		
99		
100		

NORTH PLATTE DIVISION POWDER RIVER SUBDIVISION

33

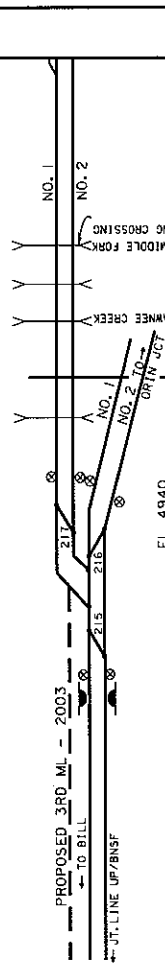
* CONSTRUCTED BY WESTERN
RAILROAD PROPERTIES
INC. (SHAWNEE LEG
AUGUST-1984)

271.68 PS #20 TO NO 1
271.57 PS #20 TO NO 2
271.34 END 15' TRK CTRS.

270.78 3-CMP-13
270.67 1-CMP-12
270.72 UNDERPASS
270.02 POCKET

TRACK

270



EL. 4940
CPW271
SHAWNEE JCT.
UP = 271.48
BNRR = 117.55
YD Q, 77

C.N.W.M.P. 117.70
B.N.M.P. 117.70

1.50

4914

4935

25

25

60

60

9° 02'

1-1/2"

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

60° 10.5' 1-1/2"

141 CWR

141 CWR

136 CWR

1984

2003

1990

2002

1984

2002

1984

2002

1984

2002

1984

2002

1984

2002

1984

2002

1984

2002

1984

2002

1984

2002

1984

2002

1984

2002

1984

2002

1984

2002

1984

2002

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

1° 00'

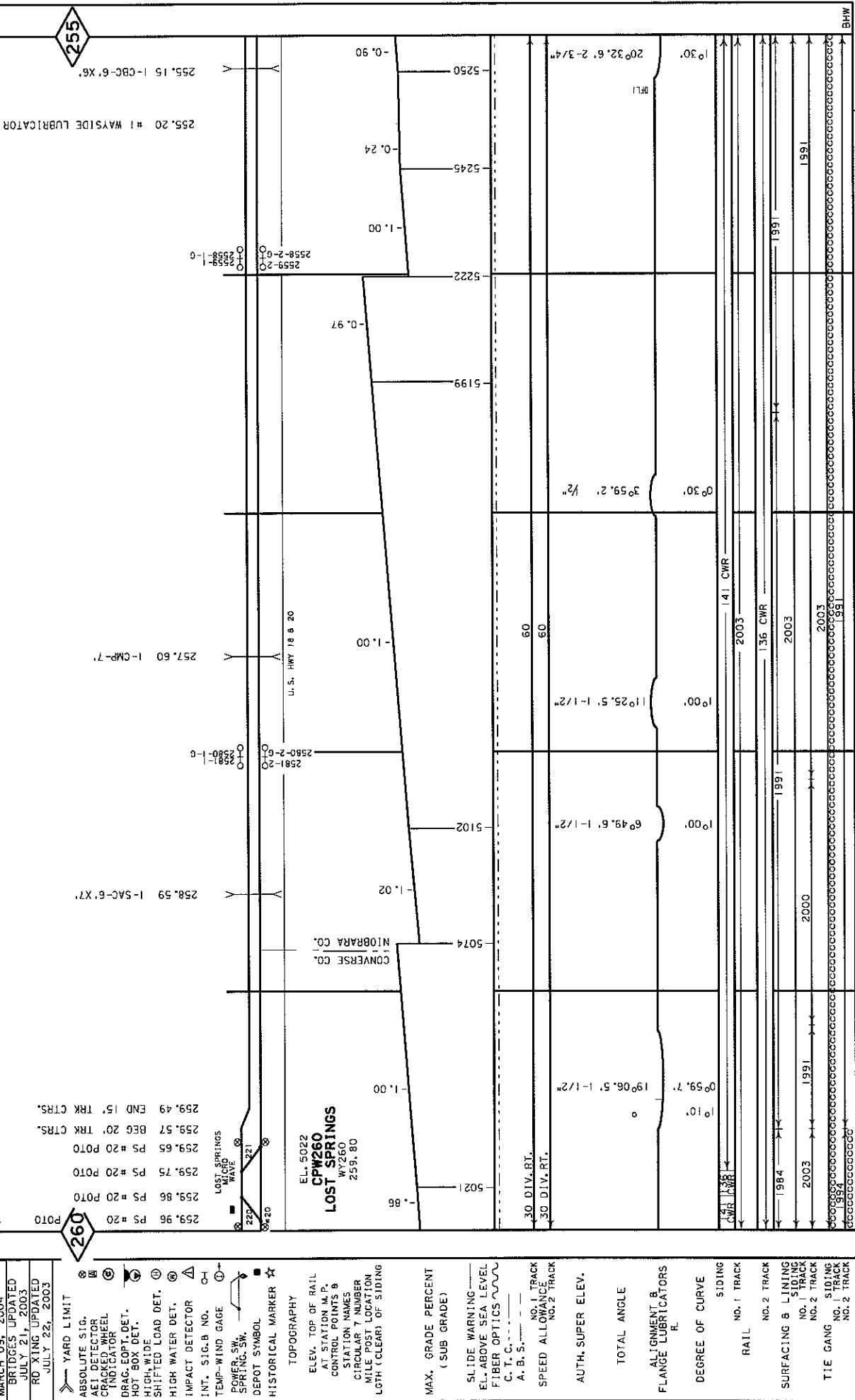
1° 00'

1° 00'

NORTH PLATTE DIVISION POWDER RIVER SUBDIVISION

CONSTRUCTED BY WYOMING CENTRAL RY. CO. - 1886 WESTERN RAIL ROAD PROPERTIES INC. REHABILITATED LINE-1983-84

FILE PAGE
LAST REVISED
MARCH 09, 2004
BRIDGES UPDATED
JULY 21, 2003
RD XING UPDATED
JULY 22, 2003



YARD LIMIT ABSOLUTE SIG. AEI DETECTOR CRACKED WHEEL INDICATOR DRAG. EOPT. DET. HOT BOX DET. HIGH WIDE SHIFTED LOAD DET. HIGH WATER DET. IMPACT DETECTOR INT. SIG. B NO. TEMP-WIND GAGE POWER SW SPRING SW DEPOT SYMBOL HISTORICAL MARKER	TOPOGRAPHY ELEV. TOP OF RAIL STATION MARK CONTROL POINTS & STATION NUMBER CIRCUIT NUMBER MILE POST LOCATION LOTH (CLEAR) OF SIDING	MAX. GRADE PERCENT (SUB GRADE) SLIDE WARNING ELEV. ABOVE SEA LEVEL FIBER OPTICS C. T. C. A. B. S. SPEED ALLOWANCE NO. 1 TRACK NO. 2 TRACK AUTH. SUPER ELEV.	TOTAL ANGLE ALIGNMENT & FLANGE LUBRICATORS DEGREE OF CURVE SIDING NO. 1 TRACK NO. 2 TRACK SURFACING & LINING SIDING NO. 1 TRACK NO. 2 TRACK TIE GANG SIDING NO. 1 TRACK NO. 2 TRACK	GRADE XING DATA X-BUCK BEHOLD FLASHER GATES W = WAGON W = WAGON S = STOP SIGN
--	--	--	---	---

37

* 2ND M. L. CONSTRUCTED - 1995
* LINE CHANGE - 1994

RS
RS
)
)
)
)

 0 1 # 2 2
 0 0 0 1 # 2
 0 0 0 1 # 2
 RK CT
 RK CT
 TO
 0 0
 0 0

	# 10	CMP-4	# 10	CMP-1	
20 T					20 T
20 T					20 T
20 T					20 T
20 T					20 T
15 T					15 T
MP-4					MP-4

WILEY

PS
1-
PS*

NE"

S PS
S PS

1-4-

D I-CH
BEG.

I END
PS #
PS #
PS #
PS #

50.17
50.27
50.37
50.34
50.70
50.59
51.63
51.86
52.13
52.08
EELIN
51.63
50.17

[illegible][illegible]

735' SET OUT TRACK
U.S. HWY 18 & 20
EL. 4932
ADW/CE

30 70

320—
331—
319—
320—
301—
287—
300—
304—
321—
329—
340—

[illegible]

4"	2"	4"	4"	2"
69				

2-3/	1-1/	2-3/	1-1/
------	------	------	------

32.6%	55%	05%	19.7%	12.4%	47%
-------	-----	-----	-------	-------	-----

$\left(\begin{array}{c} \text{ } \\ \text{ } \end{array} \right)$

00 30	10 00	10 30	10 30	10 00	L36CWB7
-------	-------	-------	-------	-------	---------

The diagram shows a vertical cross-section of a bridge deck. At the top, there's a layer labeled "CWR". Below it, a horizontal line indicates the top surface. Inside the deck, there are several horizontal reinforcement bars (rebar) and vertical stirrups. The bottom part of the section shows more rebar and a label "141 CWR". On the right side, there's a vertical dimension line labeled "2003".

[illegible]

Year	1991	1989	1987	2003
1995				
2003				
1987				
1995				

[illegible]

CR 37-
COUNTY B.
LINE
TO 19-66
PRIVATE-

ELINE C
COUNTY #
XEG

P:\SUBBOOKS\13_NO_PLAT\BNCN.DGN

NORTH PLATTE DIVISION POWDER RIVER SUBDIVISION

FILE PAGE
LAST REVISED JANUARY 21, 2004
BRIDGES UPDATED JULY 21, 2003
ROAD XING UPDATED JULY 22, 2003

CONSTRUCTED BY WYOMING CENTRAL RY. CO. - 1886 WESTERN RAIL ROAD PROPERTIES INC. REHABILITATED LINE 1983-84
2ND MAIN LINE CONSTRUCTED - 1995
LINE CHANGE - 1984

250

245

- YARD LIMIT
- ABSOLUTE SIG.
- AET DETECTOR
- CRACKED WHEEL INDICATOR
- DRAG, EOP, DET.
- HOT BOX DET.
- HIGH WIDE
- SHIFTED LOAD DET.
- HIGH WATER DET.
- IMPACT DETECTOR
- INT. SIG. B NO.
- TEMP-WIND GAGE
- POWER SW.
- SPRING SW.
- DEPOT SYMBOL
- HISTORICAL MARKER

- TOPOGRAPHY
- ELEV. TOP OF RAIL
- STATION M.P.
- CONTROL POINTS & STATION NAMES
- CIRCULAR 7 NUMBER
- MILE POST LOCATION
- LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

- SLIDE WARNING
- EL. ABOVE SEA LEVEL
- FIBER OPTICS
- C. T. C. ---
- A. B. S. ---
- NO. 1 TRACK
- SPEED ALLOWANCE
- NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE INDICATORS

DEGREE OF CURVE

SIDING

RAIL

NO. 2 TRACK

SURFACING & LINING

NO. 1 TRACK

NO. 2 TRACK

TIE GANG

NO. 1 TRACK

NO. 2 TRACK

- GRADE XING DATA
- XC-BUCK
- XC-SHER
- GATES
- LOG AG
- WIP
- STOP SIGN

KEELINE MICROWAVE TOWER

248.50 DETECTORS TALKER

249.41 1-CMP-4

248.16 1-CMP-7

247.78 1-CMP-4

247.10 3-CMP-3

245.77 1-CP-7

EL. 5347
CPW248
MTLES HBD
WY248

U.S. HWY 18 & 20

NO. 1
NO. 2

-0.50

-0.00

+1.00

+0.20

+1.02

+0.60

+0.20

0.00

5349

5350

5348

5338

5311

5298

5279

5279

1°02.9' 1-1/2"

26°01.4' 1-1/2"

1°00'

34°06' 2-3/4"

60

60

141 CWR

136 CWR

1995

2003

2003

2003

2003

2003

2003

2003

COUNTY RD. X

PRIVATE-S

PRIVATE-S

JIRISH RD. X

NORTH PLATTE DIVISION POWDER RIVER SUBDIVISION

39

CONSTRUCTED BY WYOMING CENTRAL RY. CO. - 1886 WESTERN RAIL ROAD PROPERTIES INC. REHABILITATED LINE 1983-84

2ND ML CONST. 1995

2ND MAIN LINE CONSTRUCTED - 2001
LINE CHANGE-1984

240

240.26 2-CMP-7'

240.54 1-CMP-4'

240.69 2-CMP-8'

241.10 4-CBC-9'X5'

241.44 4-CMP-5'

241.74 4-PCS-80'(#1,#2)

242.16 4-CBC-9'X6'

242.26 1-SSP-4'

242.48 3-BM-60'(#1)

242.73 3-BM-60'(#2)

243.05 1-SSP-5'

243.13 3-BM-90'(#1,#2)

243.98 PS #20 POTO (#2)

244.08 PS #20 POTO (#1)

244.21 PS #20 POTO (#2)

244.56 3-CMP-3'

244.77

U.S. HWY 18 & 20

MANVILLE
CPW244
EL. 5249
WY244
244.10
244.77

5246

5252

5174

5181

5191

5196

5212

5212

5246

5252

5174

5181

5191

5196

5212

5212

5246

5252

5174

5181

5191

5196

5212

245

245.00

245.01

245.02

245.03

245.04

245.05

245.06

245.07

245.08

245.09

245.10

245.11

245.12

245.13

245.14

245.15

245.16

245.17

245.18

245.19

245.20

245.21

245.22

245.23

245.24

245.25

245.26

245.27

245.28

245.29

245.30

245.31

245.32

245.33

245.34

245.35

245.36

245.37

245.38

245.39

245.40

245.41

245.42

FILE PAGE

LAST REVISED

MARCH 25, 2004

BRIDGES UPDATED

JULY 21, 2003

RD XING UPDATED

MARCH 25, 2004

YARD LIMIT

ABSOLUTE SIG.

AEI DETECTOR

CRACKED WHEEL

INDICATOR

DRAG. EOPT. DET.

HOT BOX DET.

HIGH WIDE

SHIFTED LOAD DET.

HIGH WATER DET.

IMPACT DETECTOR

INT. SIG. & NO.

TEMP-WIND GAGE

POWER SW.

SPRING

DEPOT SYMBOL

HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL

AT STATION M.P.

CONTROL POINTS &

STATION NAMES

CIRCULAR 7 NUMBER

MILE POST LOCATION

LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT

(SUB GRADE)

SLIDE WARNING

EL. ABOVE SEA LEVEL

FIBER OPTICS

C. T. C. ---

A. B. S. ---

SPEED ALLOWANCE

NO. 1 TRACK

NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT &

FLANGE LUBRICATORS

DEGREE OF CURVE

SIDING

RAIL

NO. 1 TRACK

NO. 2 TRACK

SURFACING & LINING

SIDING

NO. 1 TRACK

NO. 2 TRACK

TIE GANG

SIDING

NO. 1 TRACK

NO. 2 TRACK

GRADE XING DATA

X-BUCK

FLASHER

GATES

TOFFIC

SIGNAL

STOP SIGN

5' A.O.T.W.X

WYO HWY 219-B/B

5TH ST AND HWY 270

RR PRIVATE-5

PRIVATE-5

RR PRIVATE-5

PRIVATE-5

RR PRIVATE-5

PRIVATE-5

RR PRIVATE-5

PRIVATE-5

RR PRIVATE-5

PRIVATE-5

RR PRIVATE-5

PRIVATE-5

RR PRIVATE-5

PRIVATE-5

RR PRIVATE-5

PRIVATE-5

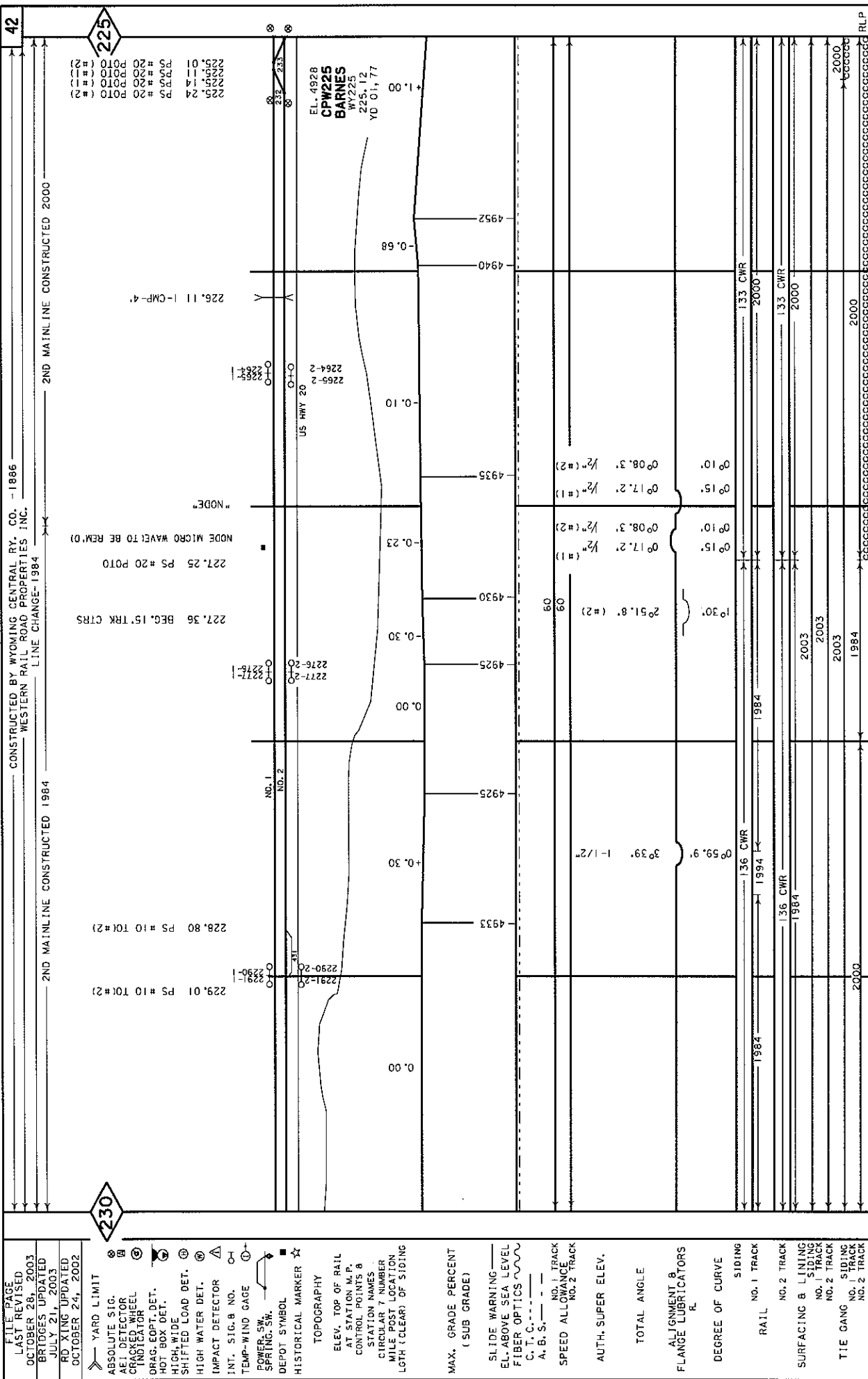
RR PRIVATE-5

PRIVATE-5

RR PRIVATE-5

PRIVATE-5

NORTH PLATTE DIVISION POWDER RIVER SUBDIVISION



FILE PAGE	CONSTRUCTED BY WYOMING CENTRAL RY. CO. - 1886	2ND MAINLINE CONSTRUCTED 2000
LAST REVISED	WESTERN RAIL ROAD PROPERTIES INC.	
OCTOBER 28, 2003	LINE CHANGE- 1984	
BRIDGES UPDATED		
JULY 21, 2003		
RD XING UPDATED		
OCTOBER 24, 2002		
YARD LIMIT		
ABSOLUTE SIG.		
AEI DETECTOR		
CRACKED WHEEL INDICATOR		
DRAG. EOPT. DET.		
HOT BOX DET.		
HIGH WIDE		
SHIFTED LOAD DET.		
HIGH WATER DET.		
IMPACT DETECTOR		
INT. SIG. B NO.		
TEMP-WIND GAGE		
POWER SW.		
SPRING SW.		
DEPOT SYMBOL		
HISTORICAL MARKER		
TOPOGRAPHY		
ELEV. TOP OF RAIL		
AT STATION M.P.		
CONTROL POINTS &		
STATION NAMES		
CIRCULAR 7 NUMBER		
MILE POST LOCATION		
LGTH (CLEAR) OF SIDING		
MAX. GRADE PERCENT (SUB GRADE)		
SLIDE WARNING		
EL. ABOVE SEA LEVEL		
FIBER OPTICS		
C. T. C. ---		
A. B. S. ---		
SPEED ALLOWANCE		
NO. 1 TRACK		
NO. 2 TRACK		
AUTH. SUPER ELEV.		
TOTAL ANGLE		
ALIGNMENT & FLANGE LUBRICATORS		
DEGREE OF CURVE		
SIDING		
RAIL		
NO. 1 TRACK		
NO. 2 TRACK		
SURFACING & LINING		
SIDING		
NO. 1 TRACK		
NO. 2 TRACK		
TIE GANG		
SIDING		
NO. 1 TRACK		
NO. 2 TRACK		
GRADE XING DATA		
X = BUCK		
X = FLASHER		
X = GATES		
X = TRAFFIC SIGNAL		
X = STOP SIGN		

NORTH PLATTE DIVISION POWDER RIVER SUBDIVISION

45

CONSTRUCTED BY WESTERN RAILROAD PROPERTIES INC. CONNECTOR LINE AUGUST 1984

2ND ML CONSTRUCTED 1999

FILE PAGE
LAST REVISED
OCTOBER 23, 2003
BRIDGES UPDATED
JULY 21, 2003
RD XING UPDATED
JULY 22, 2003

YARD LIMIT
ABSOLUTE SIG.
AET DETECTOR
CRACKED WHEEL
INDICATOR
DRAG. EOPT. DET.
HOT BOX DET.
HIGH WIDE
SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY
ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR T. NUMBER
MILE POST LOCATION
LOTH (CLEAR) OF SIDING

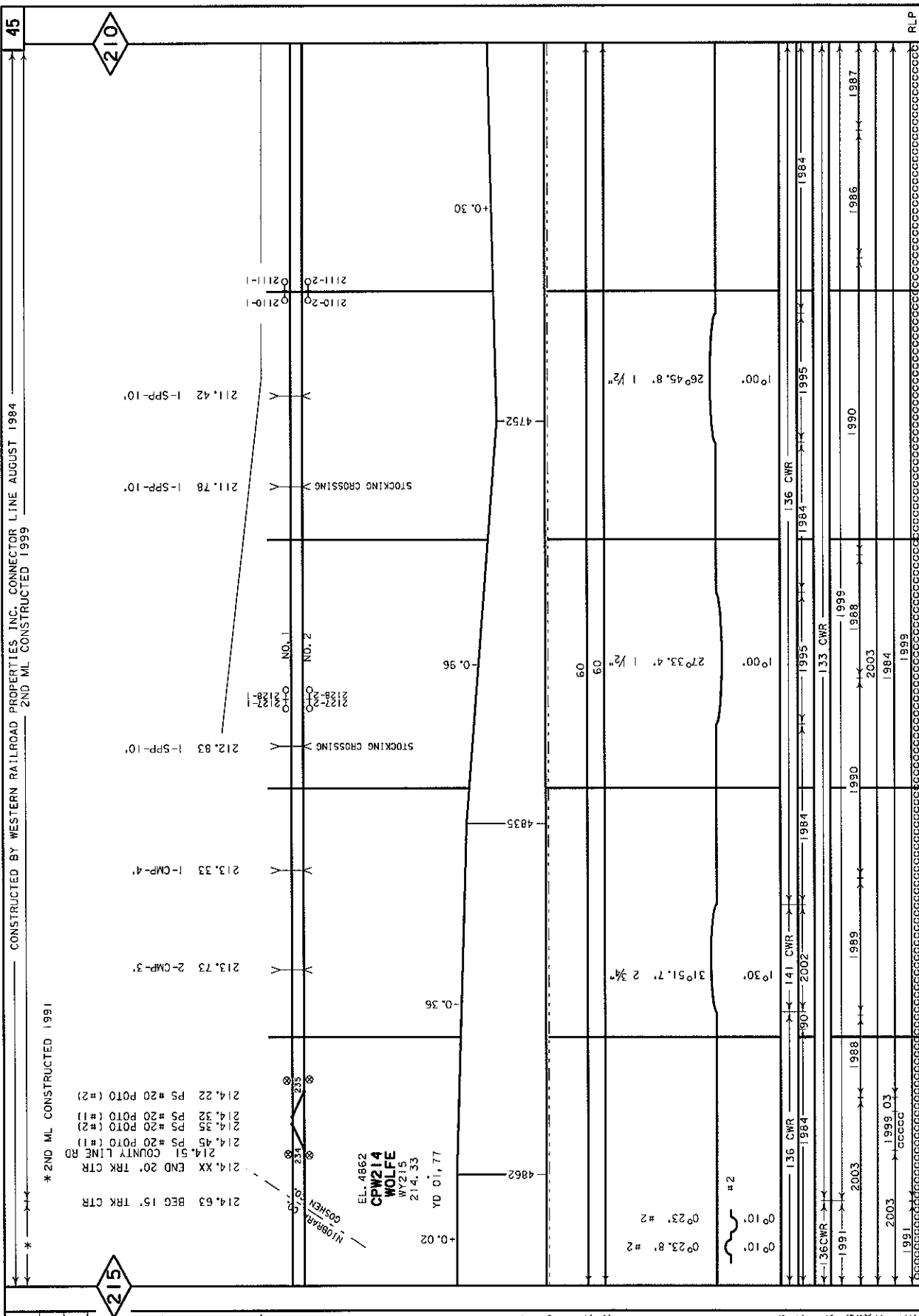
MAX. GRADE PERCENT
(SUB GRADE)
SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C. ---
A. B. S. ---
SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.
TOTAL ANGLE
ALIGNMENT &
FLANGE LUBRICATORS
R.

DEGREE OF CURVE
SIDING
NO. 1 TRACK
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK
TIE GANG
NO. 1 TRACK
NO. 2 TRACK

GRADE XING DATA
X = BELUCK
X = FLASHER
X = WAGON
X = TRAFFIC SIGNAL
X = STOP SIGN
X = CANTILEVER



2ND MAINLINE CONSTRUCTED 1984

CONNECTOR LINE AUGUST 1984

2ND MAINLINE CONSTRUCTED 2000

47

FILE PAGE
LAST REVISED
OCTOBER 20, 2003
BRIDGES UPDATED
JULY 21, 2003
RD XING UPDATED
JULY 22, 2003

	YARD LIMIT
	ABSOLUTE SIG.
	AET DETECTOR
	CRACKED WHEEL INDICATOR
	DRAG, EQPT, DET.
	HOT BOX DET.
	HIGH, WIDE
	SHIFTED LOAD DET.
	HIGH WATER DET.
	IMPACT DETECTOR
	INT. SIG. NO.
	TEMP-WIND GAGE
	POWER, SW.
	SPRING, SW.
	DEPOT SYMBOL
	HISTORICAL MARKER

TOPOGRAPHY

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING—
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C. —————
A. B. S. —————

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS

DEGREE OF CURVE

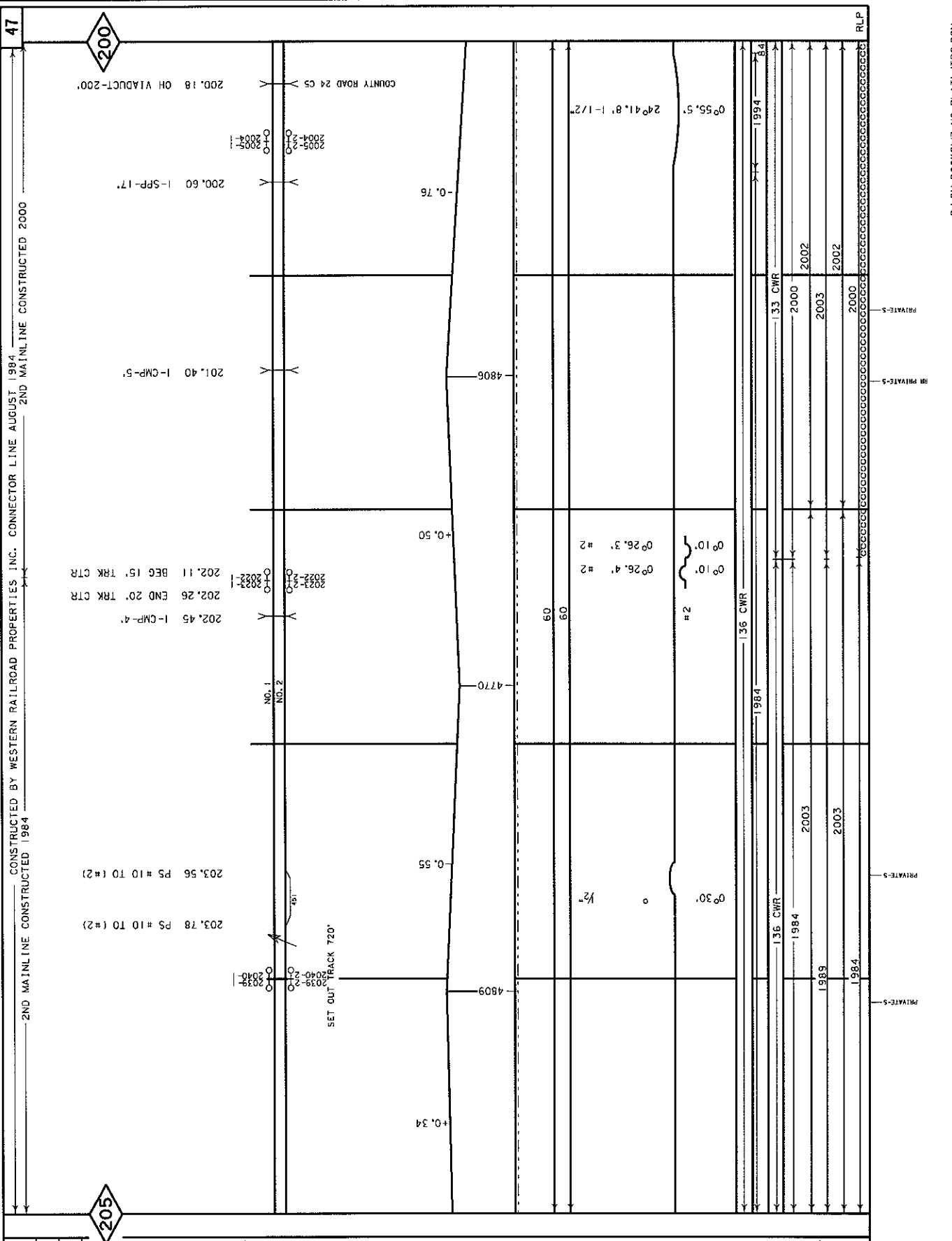
SIDING
NO. 1 TRACK

RAIL NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK

TIE GANG		SIDING	
NO. 2 TRACK	NO. 1 TRACK	NO. 1 TRACK	NO. 2 TRACK
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
10	10	10	10
11	11	11	11
12	12	12	12
13	13	13	13
14	14	14	14
15	15	15	15
16	16	16	16
17	17	17	17
18	18	18	18
19	19	19	19
20	20	20	20
21	21	21	21
22	22	22	22
23	23	23	23
24	24	24	24
25	25	25	25
26	26	26	26
27	27	27	27
28	28	28	28
29	29	29	29
30	30	30	30
31	31	31	31
32	32	32	32
33	33	33	33
34	34	34	34
35	35	35	35
36	36	36	36
37	37	37	37
38	38	38	38
39	39	39	39
40	40	40	40
41	41	41	41
42	42	42	42
43	43	43	43
44	44	44	44
45	45	45	45
46	46	46	46
47	47	47	47
48	48	48	48
49	49	49	49
50	50	50	50
51	51	51	51
52	52	52	52
53	53	53	53
54	54	54	54
55	55	55	55
56	56	56	56
57	57	57	57
58	58	58	58
59	59	59	59
60	60	60	60
61	61	61	61
62	62	62	62
63	63	63	63
64	64	64	64
65	65	65	65
66	66	66	66
67	67	67	67
68	68	68	68
69	69	69	69
70	70	70	70
71	71	71	71
72	72	72	72
73	73	73	73
74	74	74	74
75	75	75	75
76	76	76	76
77	77	77	77
78	78	78	78
79	79	79	79
80	80	80	80
81	81	81	81
82	82	82	82
83	83	83	83
84	84	84	84
85	85	85	85
86	86	86	86
87	87	87	87
88	88	88	88
89	89	89	89
90	90	90	90
91	91	91	91
92	92	92	92
93	93	93	93
94	94	94	94
95	95	95	95
96	96	96	96
97	97	97	97
98	98	98	98
99	99	99	99
100	100	100	100

GRADE XING DATA
X-BUCK
BELL
FLASHER
PLATE
GATE
WIG WAG
TRAFFIC SIGNAL
STOP SIGN
CANTILEVER



49

49

- = TRAFFIC SIGNAL
- = STOP SIGN
- = CANTILEVER



NORTH PLATTE DIVISION POWDER RIVER SUBDIVISION

CONSTRUCTED BY WESTERN RAILROAD PROPERTIES INC. CONNECTOR LINE AUGUST 1984
2ND ML CONSTR. 1984

2ND ML CONSTRUCTED 2000

FILE PAGE
LAST REVISED
OCTOBER 21, 2003
BRIDGES UPDATED
JULY 21, 2003
RD XING UPDATED
OCTOBER 24, 2002

YARD LIMIT

ABSOLUTE SIG.
AET DETECTOR
CRACKED WHEEL
INDICATOR
DRAG. EGT. DET.
HOT BOX DET.
HIGH WIDE
SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. B NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER ☆

TOPOGRAPHY
ELEV. TOP OF RAIL
AT STATION M. P.
CONTROL POINTS B
STATION NAMES
CIRCUIT NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
ELL ABOVE SEA LEVEL
FIBER OPTICS

C. T. C. ---
A. B. S. ---
NO. 1 TRACK
SPEED ALLOWANCE
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT B
FLANGE LUBRICATORS
FL

DEGREE OF CURVE

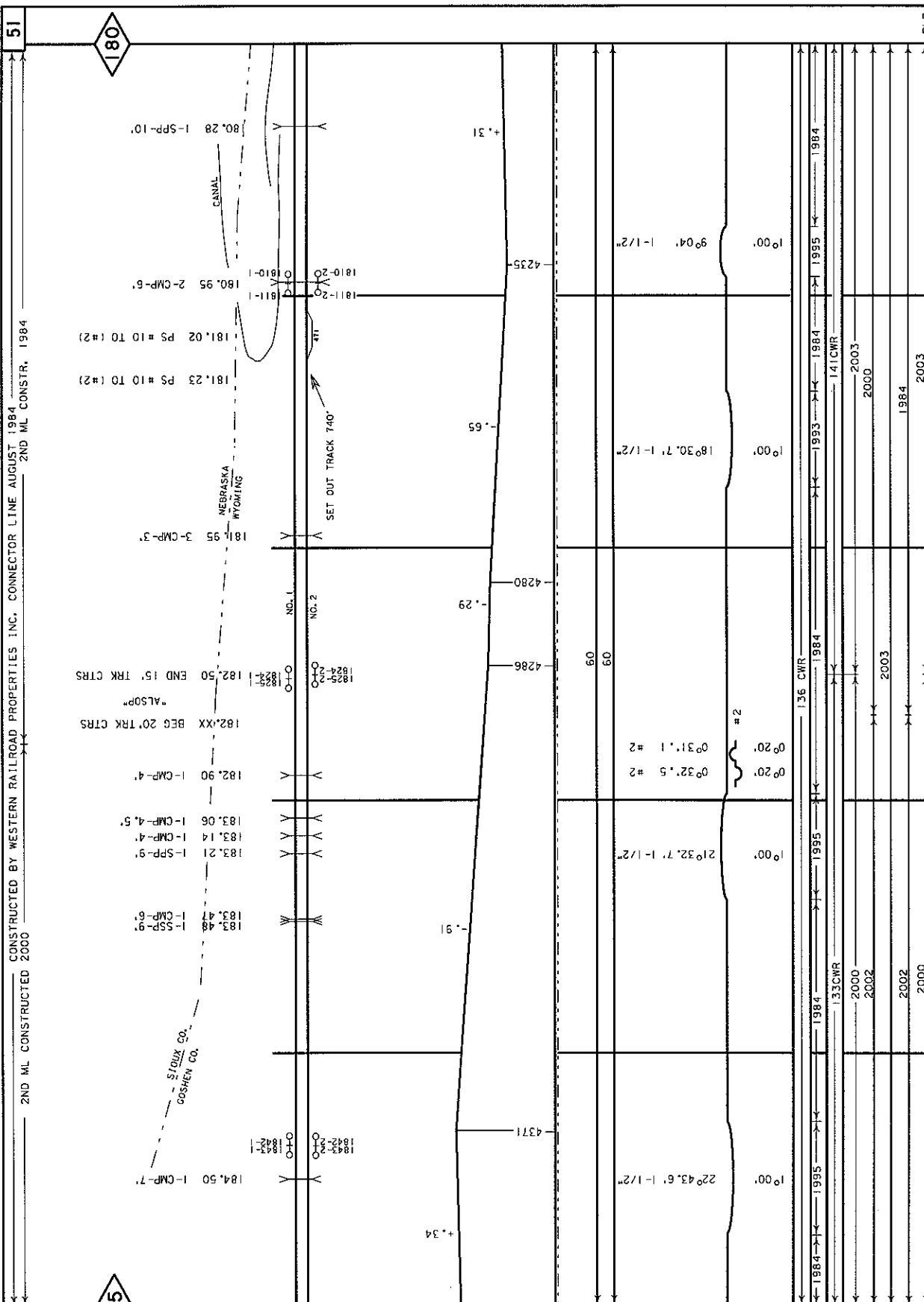
SIDING
NO. 1 TRACK
RAIL

NO. 2 TRACK
SURFACING B LINING
SIDING

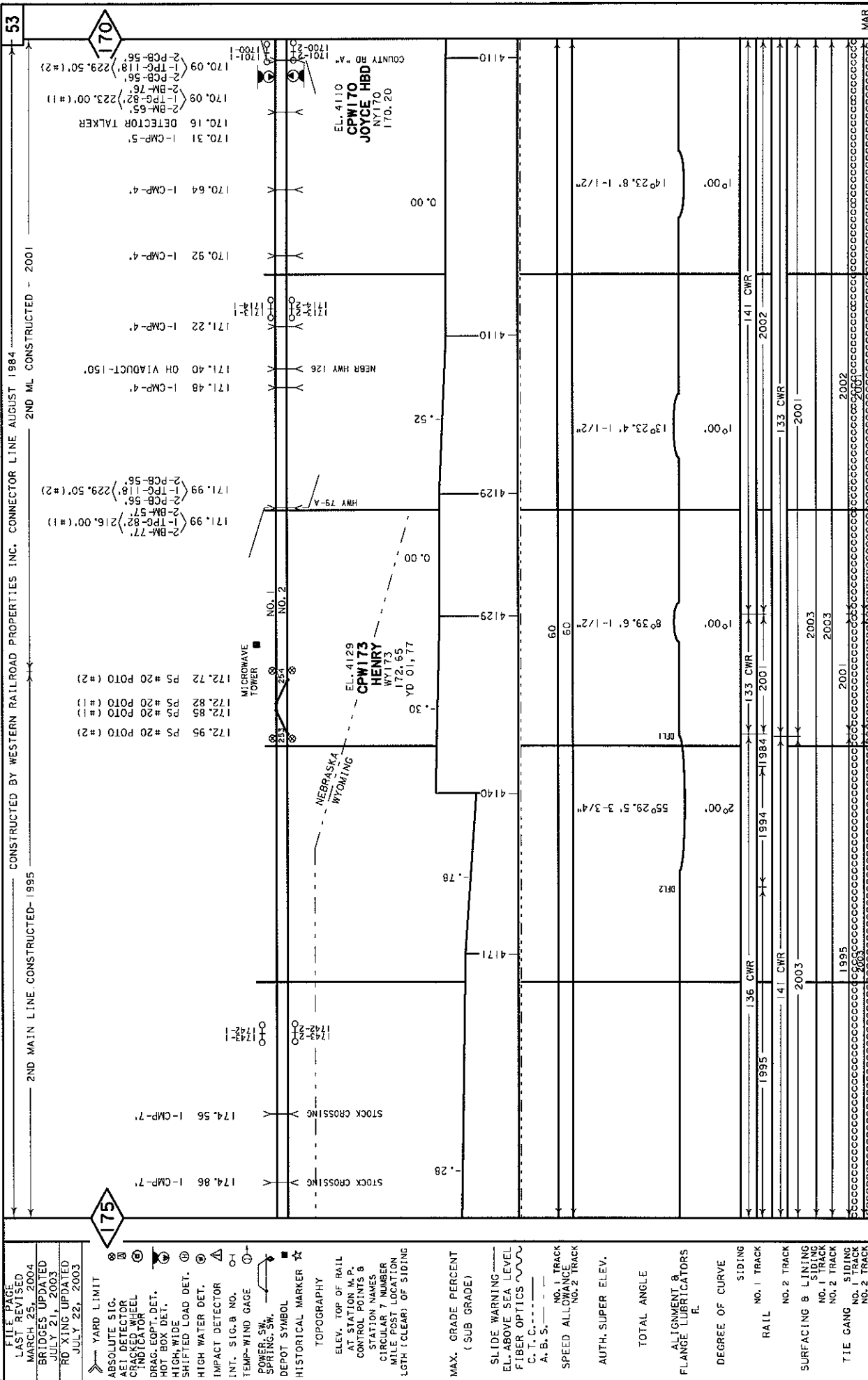
NO. 1 TRACK
NO. 2 TRACK
TIE GANG
SIDING

NO. 1 TRACK
NO. 2 TRACK

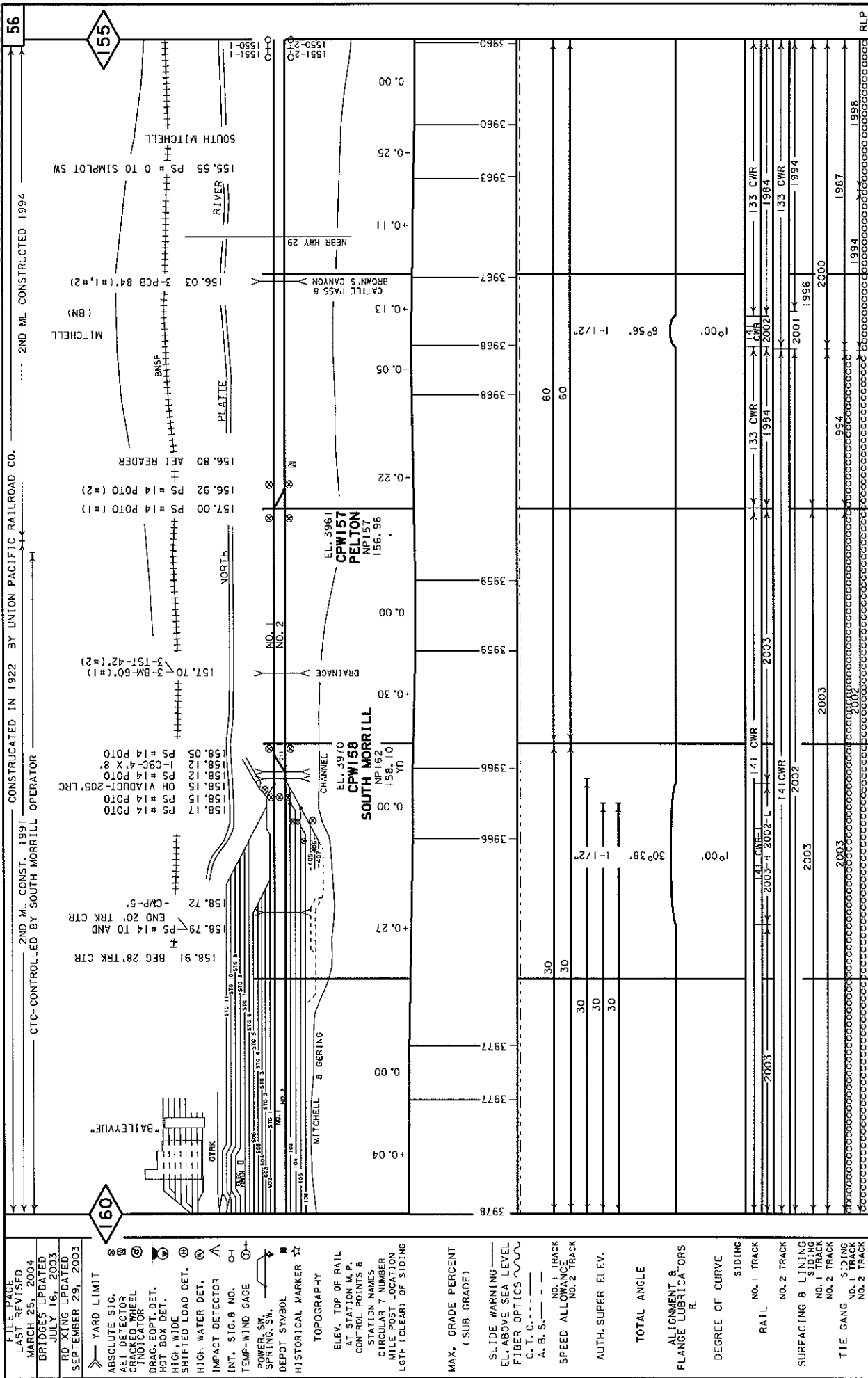
GRADE XING DATA
X-BUCK
X-FLASHER
X-GATE
X-WAG
X-SIGNAL
X-STOP SIGN
X-CANTILEVER



NORTH PLATTE DIVISION POWDER RIVER SUBDIVISION



NORTH PLATTE DIVISION SOUTH MORRILL SUBDIVISION



FILE PAGE
LAST REVISED
MARCH 25, 2004
BRIDGES UPDATED
JULY 16, 2003
RD XING UPDATED
SEPTEMBER 29, 2003

YARD LIMIT
ABSOLUTE SIG.
AET DETECTOR
CRACKED WHEEL
INDICATOR
DRAG, EOPT, DET.
HOT BOX DET.
HIGH WIDE
SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

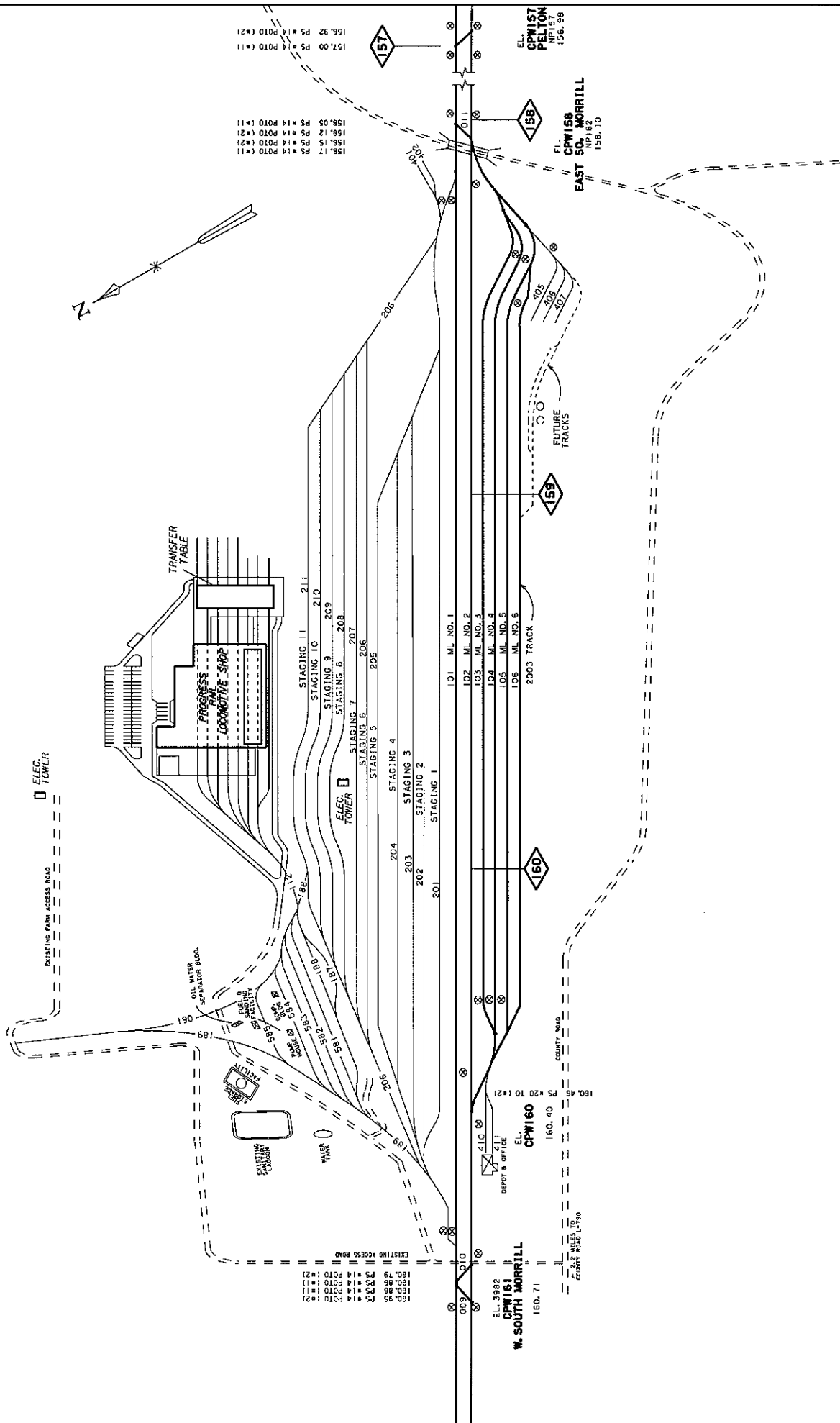
TOPOGRAPHY
ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)
SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C. ---
A. B. S. ---
SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK
AUTH. SUPER ELEV.

TOTAL ANGLE
ALIGNMENT &
FLANGE LUBRICATORS

DEGREE OF CURVE
SIDING
RAIL
NO. 1 TRACK
NO. 2 TRACK
SURFACING & LINING
NO. 1 TRACK
NO. 2 TRACK
TIE GANG
NO. 1 TRACK
NO. 2 TRACK

GRADE XING DATA
X-BUCK
BELLS
GATES
WIG WAG
TRAFFIC SIGNAL
STOP SIGN
CANTILEVER



REVISED AS TO: MAY 06, 2004

JOK

FILE PAGE	JULY 16, 2003
LAST REVISED	
BRIDGES UPDATED	JULY 16, 2003
RD XING UPDATED	
FEBRUARY 27, 2003	

	YARD LIMIT		ABSOLUTE SIG.		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL		MAIN SIGNAL	
---	------------	---	---------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	---	-------------	--

TOPOGRAPHY

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C. ---
A. B. S. ---

NO. 1 TRAC
SPEED ALLOWANCE
NO. 2 TRAC

AUTH. SUPER ELEV.

TOTAL ANGLE
ALIGNMENT &
FLANGE LUBRICATORS

DEGREE OF CURVE	SIDING NO. 1 TRACK	SIDING NO. 2 TRACK	SURFACING & LINING NO. 1 TRACK	SURFACING & LINING NO. 2 TRACK	SIDING NO. 1 TRACK	SIDING NO. 2 TRACK
	RAIL				TIE GANG	
10	1.00	1.00	1.00	1.00	1.00	1.00
20	1.00	1.00	1.00	1.00	1.00	1.00
30	1.00	1.00	1.00	1.00	1.00	1.00
40	1.00	1.00	1.00	1.00	1.00	1.00
50	1.00	1.00	1.00	1.00	1.00	1.00
60	1.00	1.00	1.00	1.00	1.00	1.00
70	1.00	1.00	1.00	1.00	1.00	1.00
80	1.00	1.00	1.00	1.00	1.00	1.00
90	1.00	1.00	1.00	1.00	1.00	1.00
100	1.00	1.00	1.00	1.00	1.00	1.00
110	1.00	1.00	1.00	1.00	1.00	1.00
120	1.00	1.00	1.00	1.00	1.00	1.00
130	1.00	1.00	1.00	1.00	1.00	1.00
140	1.00	1.00	1.00	1.00	1.00	1.00
150	1.00	1.00	1.00	1.00	1.00	1.00
160	1.00	1.00	1.00	1.00	1.00	1.00
170	1.00	1.00	1.00	1.00	1.00	1.00
180	1.00	1.00	1.00	1.00	1.00	1.00
190	1.00	1.00	1.00	1.00	1.00	1.00
200	1.00	1.00	1.00	1.00	1.00	1.00
210	1.00	1.00	1.00	1.00	1.00	1.00
220	1.00	1.00	1.00	1.00	1.00	1.00
230	1.00	1.00	1.00	1.00	1.00	1.00
240	1.00	1.00	1.00	1.00	1.00	1.00
250	1.00	1.00	1.00	1.00	1.00	1.00
260	1.00	1.00	1.00	1.00	1.00	1.00
270	1.00	1.00	1.00	1.00	1.00	1.00
280	1.00	1.00	1.00	1.00	1.00	1.00
290	1.00	1.00	1.00	1.00	1.00	1.00
300	1.00	1.00	1.00	1.00	1.00	1.00

	GRADE	XING	DATA
X	=	=	X-BUCK
B	=	=	BELL
F	=	=	FLASHER
G	=	=	GATES
W	=	=	WIG WAG
T	=	=	TRAFFIC SIGNAL
S	=	=	STOP SIGN
C	=	=	CANTILEVER



NORTH PLATTE DIVISION SOUTH MORRILL SUBDIVISION

FILE PAGE
LAST REVISED
MARCH 25, 2004
BRIDGES UPDATED
JULY 16, 2003
RD XING UPDATED
JULY 22, 2003

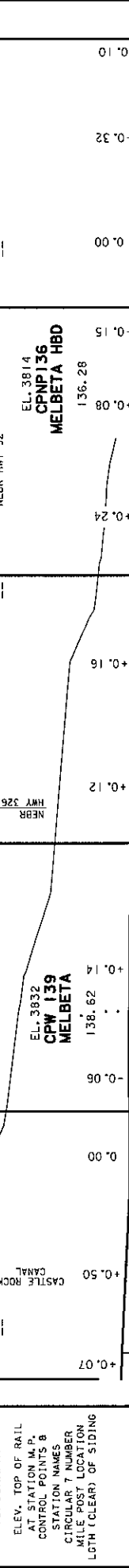
CONSTRUCTED 1911 UNION PACIFIC RAILROAD CO.
2ND. M. L. CONSTRUCTED 1997

SIDING CONVERTED TO 2ND ML-1997

135

140

- YARD LIMIT
- ABSOLUTE SIG.
- AET DETECTOR
- CRACKED WHEEL INDICATOR
- DRAG, EOP T. DET.
- HOT BOX DET.
- HIGH WIDE
- SHIFTED LOAD DET.
- HIGH WATER DET.
- IMPACT DETECTOR
- INT. SIG. & NO.
- TEMP-WIND GAGE
- POWER SW.
- SPRING SW.
- DEPOT SYMBOL
- HISTORICAL MARKER
- TOPOGRAPHY
- ELEV. TOP OF RAIL AT STATION M.P.
- CONTROL POINTS & STATION NAMES
- CIRCULAR 7 NUMBER
- RAIL POST LOCATION
- LOTH (CLEAR) OF SIDING

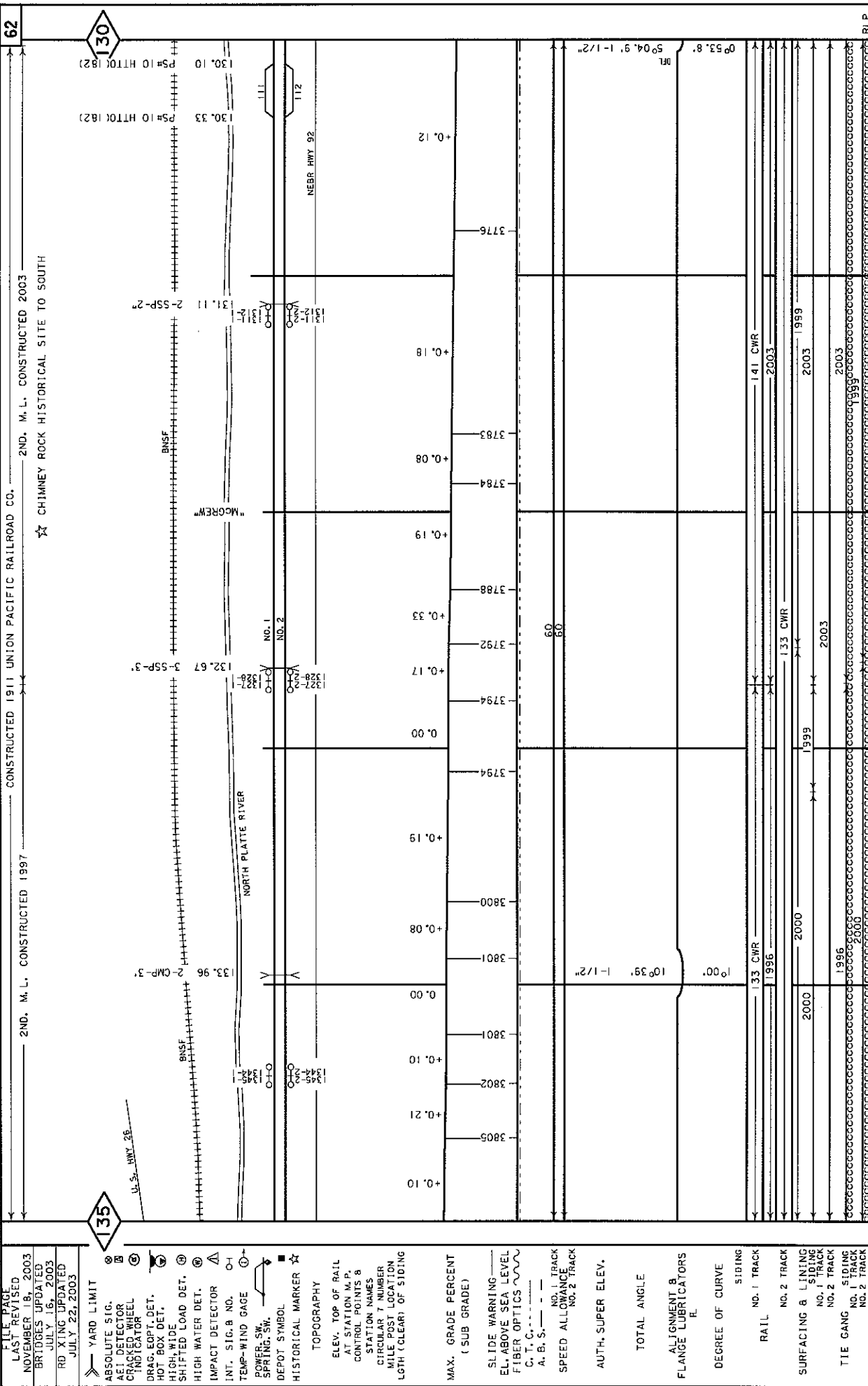


MAX. GRADE PERCENT (SUB GRADE)	SLIDE WARNING	EL. ABOVE SEA LEVEL	FIBER OPTICS	C. T. C. ---	A. B. S. ---	SPEED ALLOWANCE	NO. 1 TRACK	NO. 2 TRACK	AUTH. SUPER ELEV.	TOTAL ANGLE	ALIGNMENT & FLANGE LUBRICATORS	DEGREE OF CURVE	SIDING	RAIL	NO. 1 TRACK	NO. 2 TRACK	SURFACING & LINING	NO. 1 TRACK	NO. 2 TRACK	TIE GANG	NO. 1 TRACK	NO. 2 TRACK	GRADE XING DATA
--------------------------------	---------------	---------------------	--------------	--------------	--------------	-----------------	-------------	-------------	-------------------	-------------	--------------------------------	-----------------	--------	------	-------------	-------------	--------------------	-------------	-------------	----------	-------------	-------------	-----------------

0.10		3808																					
0.32		3816																					
0.00		3816																					
-0.15		3813																					
0.08		3814																					
0.24		3822																					
0.16		3825																					
0.12		3829																					
0.14		3833																					
-0.06		3832																					
0.00		3832																					
0.50		3849																					

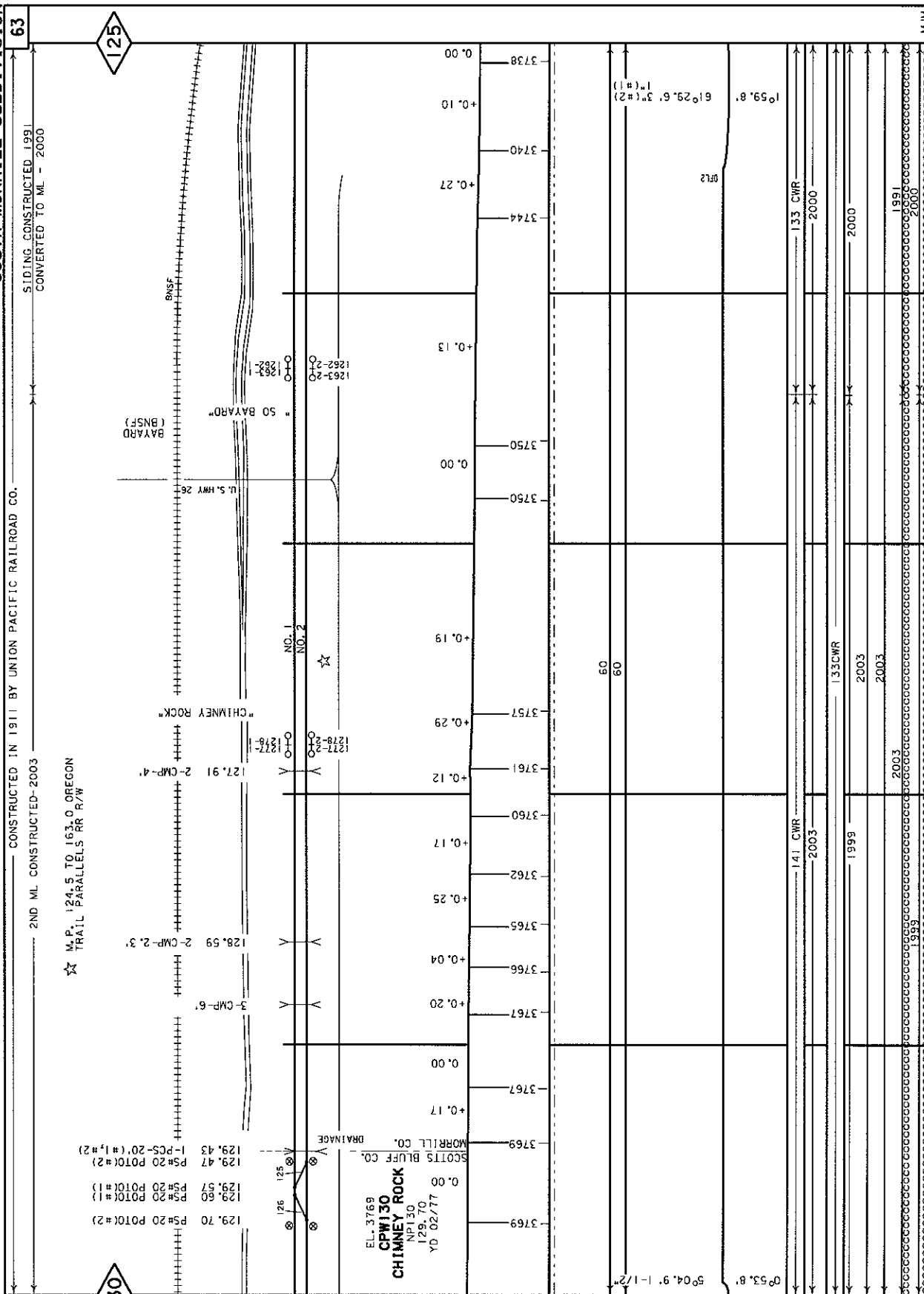
1984	1987	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
PRIVATE-S	PRIVATE-S	PRIVATE-S	PRIVATE-S	PRIVATE-S	PRIVATE-S	PRIVATE-S	PRIVATE-S	PRIVATE-S	PRIVATE-S	PRIVATE-S	PRIVATE-S	PRIVATE-S	PRIVATE-S	PRIVATE-S	PRIVATE-S	PRIVATE-S	PRIVATE-S

NORTH PLATTE DIVISION SOUTH MORRILL SUBDIVISION



FILE NO.	130
DATE	NOVEMBER 18, 2003
BRIDGE NO.	130
RD XING	RD XING UPDATED JULY 22, 2003
YARD LIMIT	YARD LIMIT
ABSOLUTE SIG.	ABSOLUTE SIG.
AE1 DETECTOR	AE1 DETECTOR
CRACKED WHEEL	CRACKED WHEEL
DRAG, EXP. DET.	DRAG, EXP. DET.
ROT. BURN DET.	ROT. BURN DET.
SHOULDER DET.	SHOULDER DET.
SHIFTED LOAD DET.	SHIFTED LOAD DET.
HIGH WATER DET.	HIGH WATER DET.
IMPACT DETECTOR	IMPACT DETECTOR
INT. SIG. NO.	INT. SIG. NO.
TEMP-WIND GAGE	TEMP-WIND GAGE
POWER, SW.	POWER, SW.
SPRING, SW.	SPRING, SW.
DEPOT SYMBOL	DEPOT SYMBOL
HISTORICAL MARKER	HISTORICAL MARKER
TOPOGRAPHY	TOPOGRAPHY
ELEV. TOP OF RAIL	ELEV. TOP OF RAIL
AT STATION M.P.	AT STATION M.P.
CONTROL POINTS	CONTROL POINTS
STATION NAMES	STATION NAMES
CIRCULAR 7 NUMBER	CIRCULAR 7 NUMBER
MILE POST LOCATION	MILE POST LOCATION
LOTH (CLEAR) OF SIDING	LOTH (CLEAR) OF SIDING
MAX. GRADE PERCENT	MAX. GRADE PERCENT
(SUB GRADE)	(SUB GRADE)
SLIDE WARNING	SLIDE WARNING
EL. ABOVE SEA LEVEL	EL. ABOVE SEA LEVEL
FIBER OPTICS	FIBER OPTICS
C.T. C.	C.T. C.
A. B. S.	A. B. S.
NO. 1 TRACK	NO. 1 TRACK
NO. 2 TRACK	NO. 2 TRACK
SPEED ALL	SPEED ALL
AUTH. SUPER ELEV.	AUTH. SUPER ELEV.
TOTAL ANGLE	TOTAL ANGLE
ALIGNMENT B	ALIGNMENT B
FLANGE LUBRICATORS	FLANGE LUBRICATORS
DEGREE OF CURVE	DEGREE OF CURVE
SIDING	SIDING
RAIL	RAIL
NO. 1 TRACK	NO. 1 TRACK
NO. 2 TRACK	NO. 2 TRACK
SURFACING & LINING	SURFACING & LINING
SIDING	SIDING
NO. 1 TRACK	NO. 1 TRACK
NO. 2 TRACK	NO. 2 TRACK
TIE GANG	TIE GANG
SIDING	SIDING
NO. 1 TRACK	NO. 1 TRACK
NO. 2 TRACK	NO. 2 TRACK
GRADE XING DATA	GRADE XING DATA
ADJ. LUCK	ADJ. LUCK
FLASHER	FLASHER
GATES	GATES
WAG	WAG
SIGNAL	SIGNAL
STRAPE	STRAPE
CANTILEVER	CANTILEVER

NORTH PLATTE DIVISION SOUTH MORRILL SUBDIVISION



FILE PAGE	LAST REVISED
JULY 19, 2004	BRIDGES UPDATED
JULY 16, 2003	RD XING UPDATED
JULY 22, 2003	

YARD LIMIT	ABSOLUTE SIG.	AEI DETECTOR	CHAINED WHEEL INDICATOR	DRAG. EPT. DET.	HOT BOX DET.	HIGH, WIDE SHIFTED LOAD DET.	HIGH WATER DET.	IMPACT DETECTOR	INT. SIG. & NO.	TEMP-WIND GAGE	POWER-SW. SPRING-SW.	DEPOT SYMBOL	HISTORICAL MARKER	TOPOGRAPHY	ELEV. TOP OF RAIL AT STATION M.P.	CONTROL POINTS & STATION NAMES	CIRCULAR 7 NUMBER	MILE POST LOCATION	LOTH (CLEAR) OF SIDING
------------	---------------	--------------	-------------------------	-----------------	--------------	------------------------------	-----------------	-----------------	-----------------	----------------	----------------------	--------------	-------------------	------------	-----------------------------------	--------------------------------	-------------------	--------------------	------------------------

MAX. GRADE PERCENT (SUB GRADE)	SLIDE WARNING	EL. ABOVE SEA LEVEL	FIBER OPTICS	C. T. C.	A. B. S.	SPEED ALLOWANCE	AUTH. SUPER ELEV.	TOTAL ANGLE	ALIGNMENT & FLANGE LUBRICATORS	DEGREE OF CURVE	RAIL SIDING	RAIL MAIN	SURFACING & LINING	SIDING	TIE GANG	SIDING	MAIN
--------------------------------	---------------	---------------------	--------------	----------	----------	-----------------	-------------------	-------------	--------------------------------	-----------------	-------------	-----------	--------------------	--------	----------	--------	------

GRADE XING DATA	BECK	FLASHER	GALVANIZING	TRAFFIC SIGNAL	STOP SIGN
-----------------	------	---------	-------------	----------------	-----------

99

— CONSTRUCTED IN 1909 BY UNION PACIFIC RAILROAD CO.

FILE PAGE
LAST REVISED
SEPTEMBER 8, 2003
BRIDGES UPDATED
JULY 16, 2003
RD XING UPDATED
JULY 22, 2003

	YARD LIMIT		ABSOLUTE SIG.		AEI DETECTOR		INDICATED WHEEL		DRAG, EOPT. DET.		HOT BOX DET.		HIGH, WIDE		SHIPPED LOAD DET.		HIGH WATER DET.		IMPACT DETECTOR		INT. SIG. & NO.		TEMP-WIND GAGE		POWER, SW. SPRING, SW.		DEPOT STNBOL		HISTORICAL MARKER
---	------------	---	---------------	---	--------------	---	-----------------	---	------------------	---	--------------	---	------------	---	-------------------	---	-----------------	---	-----------------	---	-----------------	---	----------------	---	------------------------	---	--------------	---	-------------------

TOPOGRAPHY
ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING —
EL. ABOVE SEA LEVEL
FIBER OPTICS ~~~~~
C. T. C. ---
A. B. S. ---
NO. 1 TRACK
SPEED ALLOWANCE
NO. 2 TRACK

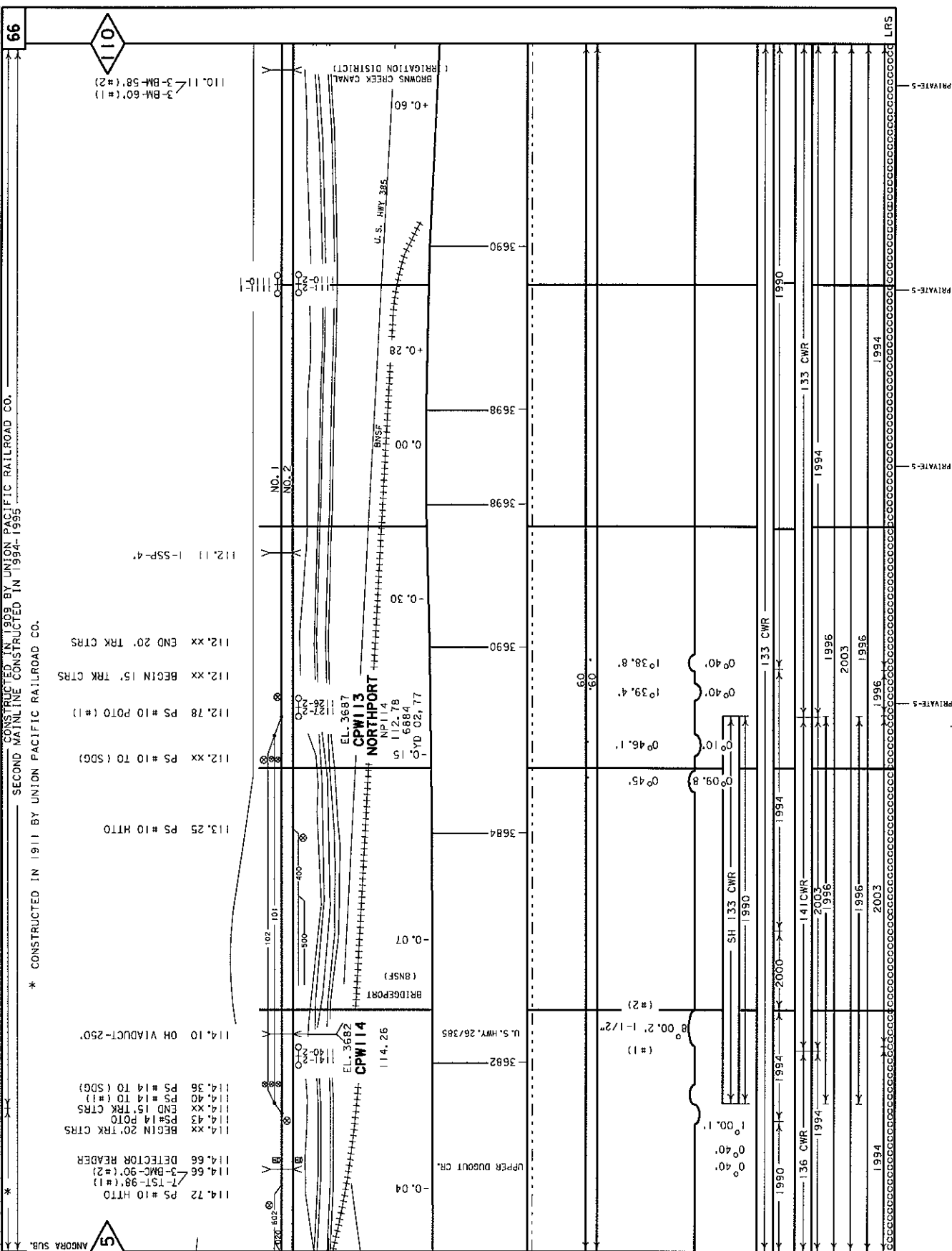
AUTH. SUPER ELEV.

TOTAL ANGLE
ALIGNMENT &
FLANGE LUBRICATORS

DEGREE OF CURVE	SIDING
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19
20	20
21	21
22	22
23	23
24	24
25	25
26	26
27	27
28	28
29	29
30	30
31	31
32	32
33	33
34	34
35	35
36	36
37	37
38	38
39	39
40	40
41	41
42	42
43	43
44	44
45	45
46	46
47	47
48	48
49	49
50	50
51	51
52	52
53	53
54	54
55	55
56	56
57	57
58	58
59	59
60	60
61	61
62	62
63	63
64	64
65	65
66	66
67	67
68	68
69	69
70	70
71	71
72	72
73	73
74	74
75	75
76	76
77	77
78	78
79	79
80	80
81	81
82	82
83	83
84	84
85	85
86	86
87	87
88	88
89	89
90	90
91	91
92	92
93	93
94	94
95	95
96	96
97	97
98	98
99	99
100	100

RAIL	NO. 1 TRACK
	NO. 2 TRACK
SURFACING & L'NING	NO. 1 TRACK
	NO. 2 TRACK
TIE GANG	NO. 1 TRACK
	NO. 2 TRACK

GRADE XING DATA	
X	= X-BUCK
B	= BELL
F	= FLASHER
G	= GATES
W	= WIG WAG
T	= TRAFFIC SIGNAL
S	= STOP SIGN



CONSTRUCTED 1909 UNION PACIFIC R. R. CO. 2ND MAIN LINE CONSTRUCTED-1996

* 2ND MAIN LINE CONSTRUCTED-1994-1995

FILE PAGE LAST REVISED JULY 16, 2003	BRIDGES UPDATED JULY 16, 2003	RD XING UPDATED FEBRUARY 11, 2003
--	----------------------------------	--------------------------------------

[illegible]

TOPOGRAPHY

MAX. GRADE PERCENT
(SUB GRADE)

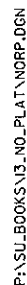
SLIDE WARNING—
EL. ABOVE SEA LEVEL
FIBER OPTICS
C, T, C, ---
A, B, S, ---
NO. 1 TRACK
SPEED ALLOWANCE
NO. 2 TRACK
AUTH. SUPER ELEV.

TOTAL ANGLE

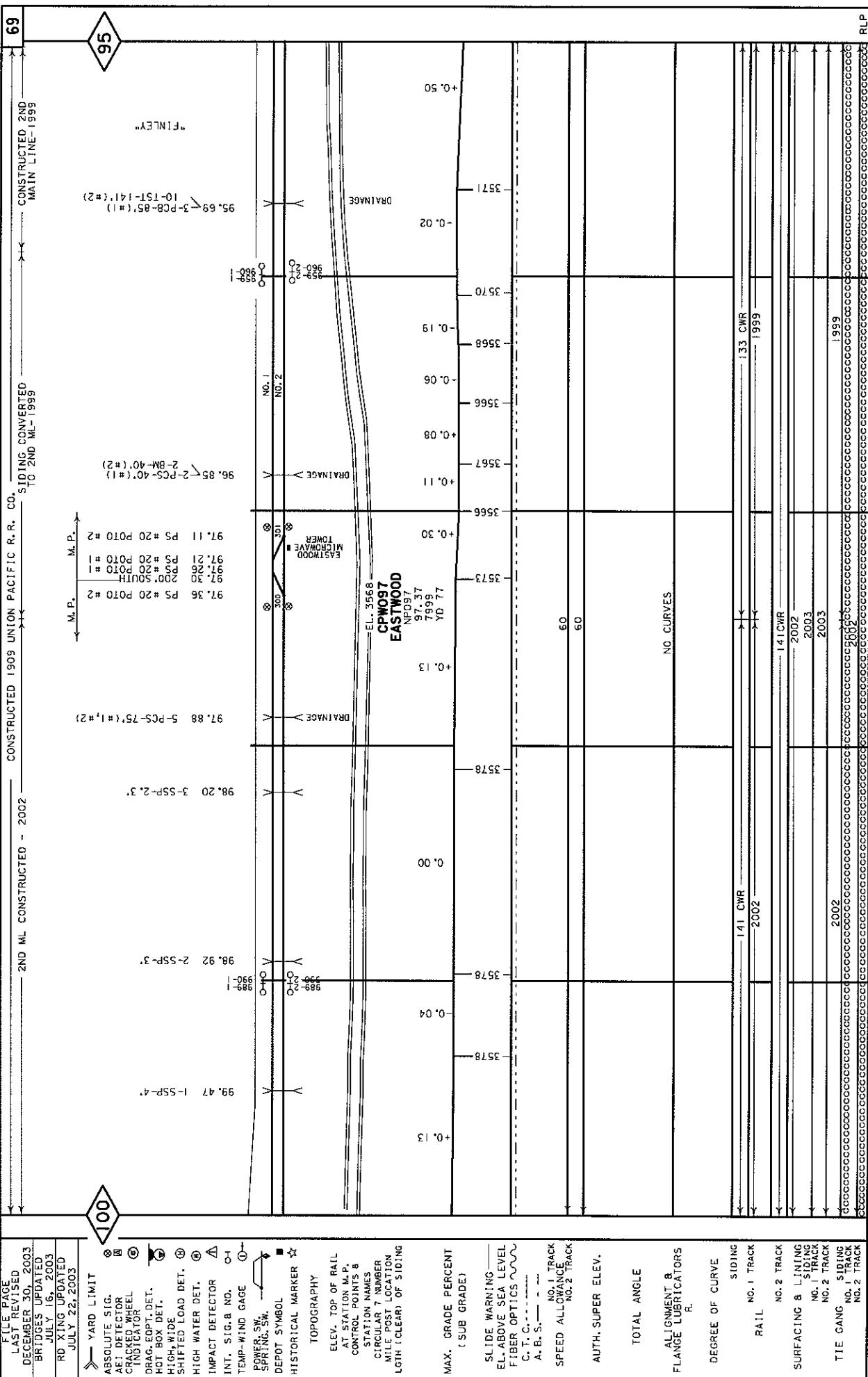
DEGREE OF CURVE	SIDING	NO. 1 TRACK
10	10	10
20	20	20
30	30	30
40	40	40
50	50	50
60	60	60
70	70	70
80	80	80
90	90	90
100	100	100
110	110	110
120	120	120
130	130	130
140	140	140
150	150	150
160	160	160
170	170	170
180	180	180
190	190	190
200	200	200
210	210	210
220	220	220
230	230	230
240	240	240
250	250	250
260	260	260
270	270	270
280	280	280
290	290	290
300	300	300
310	310	310
320	320	320
330	330	330
340	340	340
350	350	350
360	360	360

NO. 2 TRACK
SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK
TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

GRADE XING DATA



NORTH PLATTE DIVISION SOUTH MORRILL SUBDIVISION



FILE PAGE	69
LAST REVISED	DECEMBER 30, 2003
BRIDGES UPDATED	JULY 16, 2003
RD XING UPDATED	JULY 22, 2003
YARD LIMIT	
ABSOLUTE SIG.	
AET DETECTOR	
CRACKED WHEEL	
DRAG-LEFT DET.	
HOT BOX DET.	
HIGH-WIDE	
SHIFTED LOAD DET.	
HIGH WATER DET.	
IMPACT DETECTOR	
INT. SIG. & NO.	
TEMP-WIND GAGE	
POWER, SW.	
SPRING, SW.	
DEPOT SYMBOL	
HISTORICAL MARKER	
TOPOGRAPHY	
ELEV. TOP OF RAIL	
AT STATION M.P.	
CONTROL POINTS &	
STATION NAMES	
CIRCULAR 7 NUMBER	
MILE POST LOCATION	
LGTH (CLEAR) OF SIDING	
MAX. GRADE PERCENT	
(SUB GRADE)	
SLIDE WARNING	
EL. ABOVE SEA LEVEL	
FIBER OPTICS	
C. T. C. ---	
A. B. S. ---	
SPEED ALLOWANCE	
NO. 1 TRACK	
NO. 2 TRACK	
AUTH. SUPER ELEV.	
TOTAL ANGLE	
ALIGNMENT &	
FLANGE LUBRICATORS	
DEGREE OF CURVE	
SIDING	
NO. 1 TRACK	
NO. 2 TRACK	
SURFACING & LINING	
NO. 1 SIDING	
NO. 2 SIDING	
NO. 1 TRACK	
NO. 2 TRACK	
TIE GANG	
NO. 1 SIDING	
NO. 2 SIDING	
NO. 1 TRACK	
NO. 2 TRACK	
GRADE XING DATA	
RELUCT	
FLASHER	
W/ WAG	
TRAFFIC SIGNAL	
STOP SIGN	
CANTILEVER	

NORTH PLATTE DIVISION SOUTH MORRILL SUBDIVISION

CONSTRUCTED 1909 UNION PACIFIC R.R. CO.
CONSTRUCTED 2ND MAIN LINE-1999

FILE PAGE
LAST REVISED
JULY 21, 2003
BRIDGES UPDATED
JULY 16, 2003
RD XING UPDATED
JULY 22, 2003

- YARD LIMIT
- ABSOLUTE SIG.
 - AEI DETECTOR
 - CRACKED WHEEL INDICATOR
 - DRAG. EOPT. DET.
 - HOT BOX DET.
 - HIGH WIDE SHIFTED LOAD DET.
 - HIGH WATER DET.
 - IMPACT DETECTOR
 - INT. SIG. & NO.
 - TEMP-WIND GAGE
 - POWER SW.
 - SPRING SW.
 - DEPOT SYMBOL
 - HISTORICAL MARKER

TOPOGRAPHY
ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS

C. T. C. ---
A. B. S. ---
SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT &
FLANGE LUBRICATORS

DEGREE OF CURVE

SIDING
NO. 1 TRACK
NO. 2 TRACK

RAIL
NO. 1 TRACK
NO. 2 TRACK

SURFACING & LINING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
NO. 1 TRACK
NO. 2 TRACK

GRADE XING DATA
X
AC-BUCK
AC-BUCK
FLASHER
GATES
GATES
T66
STOP SIGN
CANTILEVER

70

90

91.10 DETECTOR TALKER
"KUHNN"
91.59 4-PCB-79' (#1)
6-BM-120' (#2)
91.79 1-CBC-6' X 75'
92.18 2-CBC-10' X 6'

90.32 2-CBC-10.5' X 5'
90.75 1-CBC-6' X 75'
91.10 DETECTOR TALKER
"KUHNN"
91.59 4-PCB-79' (#1)
6-BM-120' (#2)
91.79 1-CBC-6' X 75'
92.18 2-CBC-10' X 6'

93.76 4-PCB-80' (#1)
8-BM-160' (#2)
93.92 1-CBC-8' X 6'
94.31 1-CBC-6' X 5'
94.61 1-CBC-8' X 5'
94.77 1-CBC-8' X 4'
94.99 1-CMP-4'

93.76 4-PCB-80' (#1)
8-BM-160' (#2)
93.92 1-CBC-8' X 6'
94.31 1-CBC-6' X 5'
94.61 1-CBC-8' X 5'
94.77 1-CBC-8' X 4'
94.99 1-CMP-4'

93.76 4-PCB-80' (#1)
8-BM-160' (#2)
93.92 1-CBC-8' X 6'
94.31 1-CBC-6' X 5'
94.61 1-CBC-8' X 5'
94.77 1-CBC-8' X 4'
94.99 1-CMP-4'

93.76 4-PCB-80' (#1)
8-BM-160' (#2)
93.92 1-CBC-8' X 6'
94.31 1-CBC-6' X 5'
94.61 1-CBC-8' X 5'
94.77 1-CBC-8' X 4'
94.99 1-CMP-4'

93.76 4-PCB-80' (#1)
8-BM-160' (#2)
93.92 1-CBC-8' X 6'
94.31 1-CBC-6' X 5'
94.61 1-CBC-8' X 5'
94.77 1-CBC-8' X 4'
94.99 1-CMP-4'

93.76 4-PCB-80' (#1)
8-BM-160' (#2)
93.92 1-CBC-8' X 6'
94.31 1-CBC-6' X 5'
94.61 1-CBC-8' X 5'
94.77 1-CBC-8' X 4'
94.99 1-CMP-4'

93.76 4-PCB-80' (#1)
8-BM-160' (#2)
93.92 1-CBC-8' X 6'
94.31 1-CBC-6' X 5'
94.61 1-CBC-8' X 5'
94.77 1-CBC-8' X 4'
94.99 1-CMP-4'

93.76 4-PCB-80' (#1)
8-BM-160' (#2)
93.92 1-CBC-8' X 6'
94.31 1-CBC-6' X 5'
94.61 1-CBC-8' X 5'
94.77 1-CBC-8' X 4'
94.99 1-CMP-4'

93.76 4-PCB-80' (#1)
8-BM-160' (#2)
93.92 1-CBC-8' X 6'
94.31 1-CBC-6' X 5'
94.61 1-CBC-8' X 5'
94.77 1-CBC-8' X 4'
94.99 1-CMP-4'

93.76 4-PCB-80' (#1)
8-BM-160' (#2)
93.92 1-CBC-8' X 6'
94.31 1-CBC-6' X 5'
94.61 1-CBC-8' X 5'
94.77 1-CBC-8' X 4'
94.99 1-CMP-4'

93.76 4-PCB-80' (#1)
8-BM-160' (#2)
93.92 1-CBC-8' X 6'
94.31 1-CBC-6' X 5'
94.61 1-CBC-8' X 5'
94.77 1-CBC-8' X 4'
94.99 1-CMP-4'

12

CONSTRUCTED 1909 UNION PACIFIC R.R. CO. 2ND MAIN LINE CONSTRUCTED 2002

...IDING CONVERTED
...TO 2ND ML-1999

* * * 2ND ML CONST. - 1999

FILE PAGE	
LAST REVISED	
JULY 21, 2003	
BRIDGES UPDATED	
JULY 16, 2003	
NO XING UPDATED	
JULY 22, 2003	

YARD LIMIT

ABSOLUTE SIG.

REL DETECTOR

TRUCKED WHEEL

INDICATOR

ORAG. EOPT. DET.

SHOT BOX DET.

HIGH, WIDE

SHIFTED LOAD DET.

HIGH WATER DET.

IMPACT DETECTOR

SIG. & NO.

TEMP-WIND GAGE

POWER, SW.

SPRING, SW.

TOPOGRAPHY

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING—
EL. ABOVE SEA LEVEL
FIBER OPTICS

C. T. C. - - - - -
A. B. S. - - - - -

NO. 1 TRACK
SPEED ALLOWANCE
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS

DEGREE OF CURVE

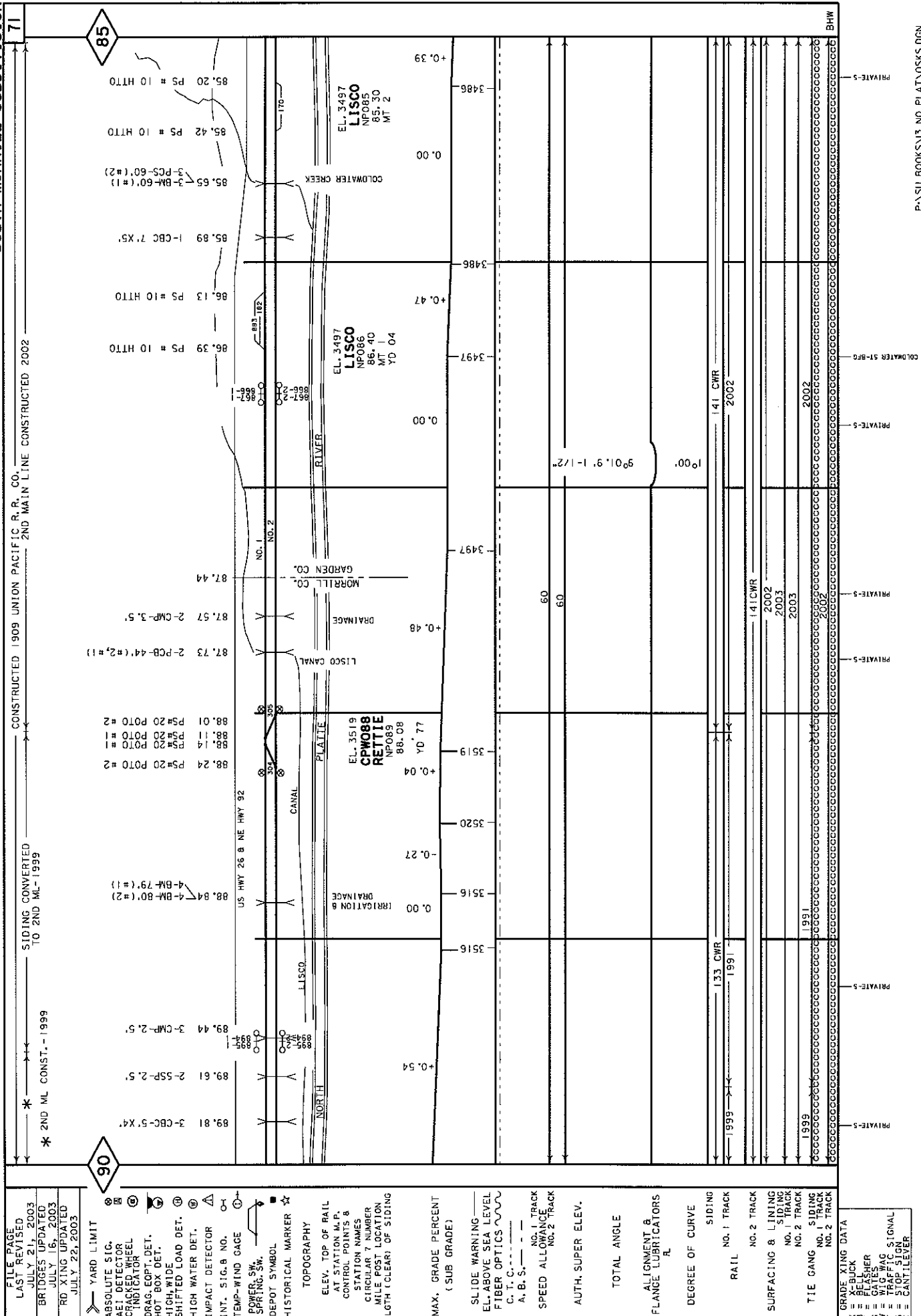
RAIL	NO. 1 TRACK	SIDING
1	2	3
4	5	6
7	8	9
10	11	12
13	14	15
16	17	18
19	20	21
22	23	24
25	26	27
28	29	30
31	32	33
34	35	36
37	38	39
40	41	42
43	44	45
46	47	48
49	50	51
52	53	54
55	56	57
58	59	60
61	62	63
64	65	66
67	68	69
70	71	72
73	74	75
76	77	78
79	80	81
82	83	84
85	86	87
88	89	90
91	92	93
94	95	96
97	98	99
100	101	102
103	104	105
106	107	108
109	110	111
112	113	114
115	116	117
118	119	120
121	122	123
124	125	126
127	128	129
130	131	132
133	134	135
136	137	138
139	140	141
142	143	144
145	146	147
148	149	150
151	152	153
154	155	156
157	158	159
160	161	162
163	164	165
166	167	168
169	170	171
172	173	174
175	176	177
178	179	180
181	182	183
184	185	186
187	188	189
190	191	192
193	194	195
196	197	198
199	200	201
202	203	204
205	206	207
208	209	210
211	212	213
214	215	216
217	218	219
220	221	222
223	224	225
226	227	228
229	230	231
232	233	234
235	236	237
238	239	240
241	242	243
244	245	246
247	248	249
250	251	252
253	254	255
256	257	258
259	260	261
262	263	264
265	266	267
268	269	270
271	272	273
274	275	276
277	278	279
280	281	282
283	284	285
286	287	288
289	290	291
292	293	294
295	296	297
298	299	300
301	302	303
304	305	306
307	308	309
310	311	312
313	314	315
316	317	318
319	320	321
322	323	324
325	326	327
328	329	330
331	332	333
334	335	336
337	338	339
340	341	342
343	344	345
346	347	348
349	350	351
352	353	354
355	356	357
358	359	360
361	362	363
364	365	366
3		

NO. 2 TRACK

SURFACING & LINING	
SIDING	NO. 1 TRACK
	NO. 2 TRACK
TIE GANG	
SIDING	NO. 1 TRACK
	NO. 2 TRACK

GRADE	XING DATA
1	X-BUCK
2	BELL
3	FLASHER
4	GATES
5	WIG WAG
6	TRAFFIC SIGNAL
7	STOP SIGN
8	CANTILEVER

P:\SU_BOOKS\13_NO_PLAT\OSKS.DGN



NORTH PLATTE DIVISION SOUTH MORRILL SUBDIVISION

FILE PAGE
LAST REVISED
JULY 21, 2003
BRIDGES UPDATED
JULY 16, 2003
ROAD XING UPDATED
JULY 22, 2003

2ND MAIN LINE CONSTRUCTED 2002

CONSTRUCTED 1909 UNION PACIFIC RAILROAD CO.

SIDING CONVERTED TO 2ND ML-1999

72

* 2ND ML CONST.-1995

YARD LIMIT

ABSOLUTE SIG.

AE1 DETECTOR

CRACKED WHEEL

INDICATOR

DRAG. EOP. DET.

HOT BOX DET.

HIGH WIDE

SHIFTED LOAD DET.

HIGH WATER DET.

IMPACT DETECTOR

INT. SIG. NO.

TEMP-WIND GAGE

POWER SW.

SPRING SW.

DEPOT SYMBOL

HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL

AT STATION M.P.

CONTROL POINTS &

STATION NAMES

CIRCULAR 7 NUMBER

MILE POST LOCATION

LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING

EL. ABOVE SEA LEVEL

FIBER OPTICS

C. T. C. ---

A. B. S. ---

SPEED ALLOWANCE

NO. 1 TRACK

NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT &
FLANGE LUBRICATORS

DEGREE OF CURVE

SIDING

RAIL

NO. 1 TRACK

NO. 2 TRACK

SURFACING & LINING

SIDING

NO. 1 TRACK

NO. 2 TRACK

TIE GANG

SIDING

NO. 1 TRACK

NO. 2 TRACK

GRADE XING DATA

BUCK

FLASHER

GATE

TRAFFIC SIGNAL

STOP SIGN

CANTILEVER

82.64

3-PCB-87' (#1, #2)

81.92

BEG 20' TRK CTRS

81.75

END 15' TRK CTRS

81.35

1-CMP-4'

81.14

2-CMP-5'

80.47

4-PCB-112' (#1)

80.23

1-CMP-5'

80.00

3479

3479

3477

3470

3464

3464

3469

3475

3474

3479

3479

3477

3470

3464

3464

3469

3475

3474

3479

3479

3477

3470

3464

3464

3469

3475

3474

3479

3479

3477

3470

3464

3464

3469

3475

3474

3479

3479

3477

3470

3464

3464

3469

85

80

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

PRIVATE-5

CONST. 1908	74
U. P. R. B. CO.	

CONSTRUCTED 1909 U.P.R.R. CO. _____
SECOND ML CONSTRUCTED 1995 _____

FILE PAGE
LAST REVISED
JULY 21, 2003
BRIDGES UPDATED
JULY 16, 2003
RD XING UPDATED
OCTOBER 26, 2000

 YARD LIMIT
 ABSOLUTE SIG.
 WHEEL INDICATOR
 CRACKED WHEEL
 DRAG, EPT., DET.
 HOT BOX DET.
 HIGH-WIDE
 SHIFTED LOAD DET.
 HIGH WATER DET.
 IMPACT DETECTOR
 SIG. & NO.
 TEMP-WIND GAGE
 POWER, SW.
 SPRING, SW.
 DEPOT SYMBOL

HISTORICAL MARKER ☆
 TOPOGRAPHY
 ELEV. TOP OF RAIL
 AT STATION M.P.
 CONTROL POINTS &
 STATION NAMES
 CIRCULAR 7 NUMBER
 MILE POST LOCATION
 LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING—
EL. ABOVE SEA LEVEL
FIBER OPTICS C.C.

NO. 1 TRACK
SPEED ALLOWANCE
NO. 2 TRACK

AUTH. SUPER. ELEV.

TOTAL ANGLE F

ALIGNMENT & FLANGE LUBRICATORS

DEGREE OF CURVE

RAIL	NO. 1 TRACK	SIDING
1	2	3
4	5	6
7	8	9
10	11	12
13	14	15
16	17	18
19	20	21
22	23	24
25	26	27
28	29	30
31	32	33
34	35	36
37	38	39
40	41	42
43	44	45
46	47	48
49	50	51
52	53	54
55	56	57
58	59	60
61	62	63
64	65	66
67	68	69
70	71	72
73	74	75
76	77	78
79	80	81
82	83	84
85	86	87
88	89	90
91	92	93
94	95	96
97	98	99
100	101	102
103	104	105
106	107	108
109	110	111
112	113	114
115	116	117
118	119	120
121	122	123
124	125	126
127	128	129
130	131	132
133	134	135
136	137	138
139	140	141
142	143	144
145	146	147
148	149	150
151	152	153
154	155	156
157	158	159
160	161	162
163	164	165
166	167	168
169	170	171
172	173	174
175	176	177
178	179	180
181	182	183
184	185	186
187	188	189
190	191	192
193	194	195
196	197	198
199	200	201
202	203	204
205	206	207
208	209	210
211	212	213
214	215	216
217	218	219
220	221	222
223	224	225
226	227	228
229	230	231
232	233	234
235	236	237
238	239	240
241	242	243
244	245	246
247	248	249
250	251	252
253	254	255
256	257	258
259	260	261
262	263	264
265	266	267
268	269	270
271	272	273
274	275	276
277	278	279
280	281	282
283	284	285
286	287	288
289	290	291
292	293	294
295	296	297
298	299	300
301	302	303
304	305	306
307	308	309
310	311	312
313	314	315
316	317	318
319	320	321
322	323	324
325	326	327
328	329	330
331	332	333
334	335	336
337	338	339
340	341	342
343	344	345
346	347	348
349	350	351
352	353	354
355	356	357
358	359	360
361	362	363
364	365	366
3		

NO. 2 TRACK
SLIDE ACTING & LINTING

NO. 1 TRACK
NO. 2 TRACK

TIE GANG SIDING
NO. 1 TRACK
NO. 2 TRACK

GRADE	XING DATA
1	X-BUCK
2	BELL
3	FLASHER
4	CATES
5	WIG WAG
6	TRAFFIC SIGNAL
7	STOP SIGN
8	CANTILEVER

P:\SU_BOOKS\13_NO_PLAT\OSKS.DGN

CONSTRUCTED IN 1908 BY UNION PACIFIC RAILROAD CO.	CONSTRUCTED 1907 UNION PACIFIC RAILROAD CO.	76
2ND MAIN LINE CONSTRUCTED 2002	2ND MAIN LINE 2001	2ND ML CONSTRUCTED 2002
SIDING CONVERTED TO 2ND MAIN LINE 2001		

FILE PAGE	BRIDGES UPDATED	RD XING UPDATED
LAST REVISED	APRIL 23, 2003	OCTOBER 26, 2000
JULY 19, 2004		

	YARD LIMIT
	ABSOLUTE SIG.
	DETECTOR
	CRACKED WHEEL INDICATOR
	PARAC. EPT. DET.
	HOT BOX DET.
	HIGH WATER DET.
	IMPACT DETECTOR
	NT. SIG. 8 NO.
	EMP-WIND GAGE
	POWER SW.
	SPRING SW.
	DEPOT SYMBOL
	HISTORICAL MARKER

TOPOGRAPHY

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING —
EL. ABOVE SEA LEVEL
FIBER OPTICS ~~~~~
C. T. C. ———
A. B. S. — —

NO. 1 TRACK
SPEED ALLOWANCE
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT 8
FLANGE LUBRICATORS
R_L

RAIL	NO. 1 TRACK	SIDING	DEGREE OF CURVE
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
10	10	10	10
11	11	11	11
12	12	12	12
13	13	13	13
14	14	14	14
15	15	15	15
16	16	16	16
17	17	17	17
18	18	18	18
19	19	19	19
20	20	20	20
21	21	21	21
22	22	22	22
23	23	23	23
24	24	24	24
25	25	25	25
26	26	26	26
27	27	27	27
28	28	28	28
29	29	29	29
30	30	30	30
31	31	31	31
32	32	32	32
33	33	33	33
34	34	34	34
35	35	35	35
36	36	36	36
37	37	37	37
38	38	38	38
39	39	39	39
40	40	40	40
41	41	41	41
42	42	42	42
43	43	43	43
44	44	44	44
45	45	45	45
46	46	46	46
47	47	47	47
48	48	48	48
49	49	49	49
50	50	50	50
51	51	51	51
52	52	52	52
53	53	53	53
54	54	54	54
55	55	55	55
56	56	56	56
57	57	57	57
58	58	58	58
59	59	59	59
60	60	60	60
61	61	61	61
62	62	62	62
63	63	63	63
64	64	64	64
65	65	65	65
66	66	66	66
67	67	67	67
68	68	68	68
69	69	69	69
70	70	70	70
71	71	71	71
72	72	72	72
73	73	73	73
74	74	74	74
75	75	75	75
76	76	76	76
77	77	77	77
78	78	78	78
79	79	79	79
80	80	80	80
81	81	81	81
82	82	82	82
83	83	83	83
84	84	84	84
85	85	85	85
86	86	86	86
87	87	87	87
88	88	88	88
89	89	89	89
90	90	90	90
91	91	91	91
92	92	92	92
93	93	93	93
94	94	94	94
95	95	95	95
96	96	96	96
97	97	97	97
98	98	98	98
99	99	99	99
100	100	100	100

NO. 2 TRACK

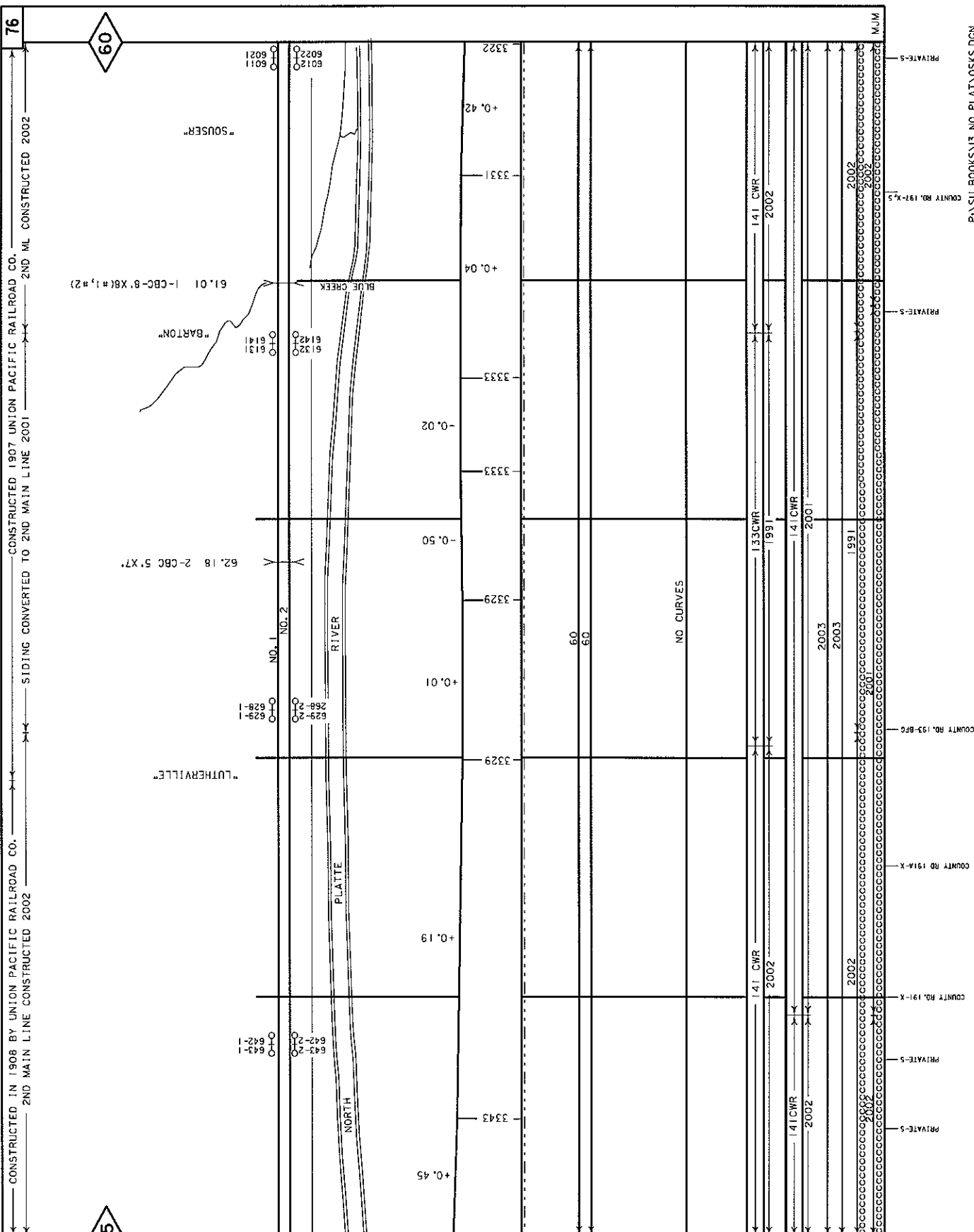
SURFACING & LINING
SIDING

NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING

NO. 1 TRACK
NO. 2 TRACK

GRADE XING DATA	
= X-BUCK	
= BELL	
= FLASHER	
= GATES	
= WIG WAG	
= TRAFFIC SIGNAL	
= STOP SIGN	
= CANTILEVER	



NORTH PLATTE DIVISION SOUTH MORRILL SUBDIVISION

FILE PAGE
LAST REVISED
JULY 19, 2004
BRIDGES UPDATED
APRIL 23, 2003
RD XING UPDATED
FEBRUARY 27, 2003

CONSTRUCTED IN 1907 BY UNION PACIFIC RAILROAD CO. 2ND MAINLINE CONSTRUCTED ~ 2002 LINE CHANGE 1939 FROM MP 56.72 TO MP 23.58

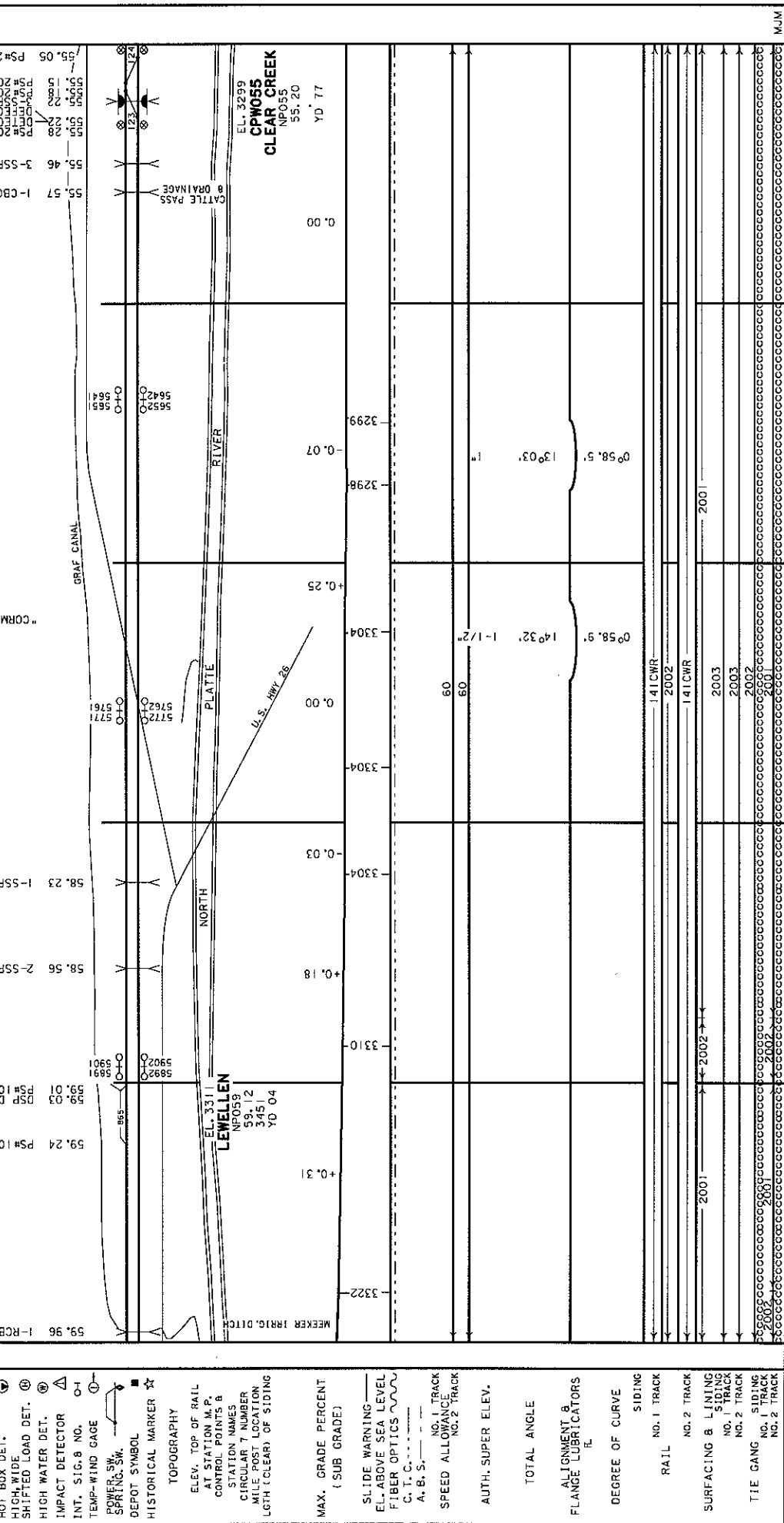
YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL
INDICATOR
DRAG. EOP. 7. DET.
HOT BOX DET.
HIGH WATER DET.
SHIFTED LOAD DET.
IMPACT DETECTOR
INT. SIG. 8 NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY
ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS B
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)
SLIDE WARNING
ELEV. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C. ---
A. B. S. ---
SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK
AUTH. SUPER ELEV.

TOTAL ANGLE
ALIGNMENT &
FLANGE LUBRICATORS
DEGREE OF CURVE
SIDING
RAIL
NO. 1 TRACK
NO. 2 TRACK
SURFACING & LINING
NO. 1 TRACK
NO. 2 TRACK
TIE GANG
NO. 1 TRACK
NO. 2 TRACK

GRADE XING DATA
C = CANTILEVER
S = STOP SIGN
T = TRAFFIC SIGNAL
G = GATES
F = FLASHER
B = BUCK
X = CROSSING



77
55
60
COUNTY RD 207-X
PRIVATE-S
COUNTY RD 205-X
PRIVATE-S
PRIVATE-S
PRIVATE-S
CITY RD. BRD.
SCHOOL ST. CRD.
CO. RD. 199
M.M.

NORTH PLATTE DIVISION SOUTH MORRILL SUBDIVISION

FILE PAGE
LAST REVISED
JULY 21, 2003
BRIDGES UPDATED
APRIL 23, 2003
RD XING UPDATED

CONSTRUCTED 1907 UNION PACIFIC R.R. CO.
LINE CHANGE 1939 FROM MP 56.72 TO 23.58
2ND ML CONSTRUCTED - 1996

* 2ND MAIN LINE CONSTRUCTED 1999

45

50

YARD LIMIT

ABSOLUTE SIG.

AE1 DETECTOR

CRACKED WHEEL

INDICATOR

DRAG. EOP. DET.

HOT BOX DET.

HIGH WIDE

SHIFTED LOAD DET.

HIGH WATER DET.

IMPACT DETECTOR

INT. SIG. NO.

TEMP-WIND GAGE

POWER SW.

SPRING SW.

DEPOT SYMBOL

HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL

AT STATION M.P.

CONTROL POINTS

STATION NAMES

CIRCULAR 7 NUMBER

MILE POST LOCATION

LOTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING

EL. ABOVE SEA LEVEL

FIBER OPTICS

C. T. C. ---

A. B. S. ---

SPEED ALLOWANCE

NO. 1 TRACK

NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT B

FLANGE LUBRICATORS

EL.

DEGREE OF CURVE

SIDING

RAIL

NO. 1 TRACK

NO. 2 TRACK

SURFACING & LINING

SIDING

NO. 1 TRACK

NO. 2 TRACK

TIE GANG

SIDING

RAIL

NO. 1 TRACK

NO. 2 TRACK

GRADE XING DATA

BLUCK

BEFLASHER

GATE

TRAFFIC SIGNAL

STOP SIGN

CANTILEVER

79

45

50

45.16

45.26

45.29

45.39

46.71

46.71

46.66

47.35

47.46

48.1

48.2

48.3

48.4

48.5

48.6

48.7

48.8

48.9

49.0

49.1

49.2

49.3

49.4

49.5

49.6

49.7

49.8

49.9

50.0

50.1

50.2

50.3

50.4

50.5

50.6

50.7

50.8

50.9

51.0

51.1

51.2

51.3

51.4

51.5

51.6

51.7

51.8

51.9

52.0

52.1

52.2

52.3

52.4

52.5

52.6

52.7

52.8

52.9

53.0

53.1

53.2

79

45

50

45.16

45.26

45.29

45.39

46.71

46.71

46.66

47.35

47.46

48.1

48.2

48.3

48.4

48.5

48.6

48.7

48.8

48.9

49.0

49.1

49.2

49.3

49.4

49.5

49.6

49.7

49.8

49.9

50.0

50.1

50.2

50.3

50.4

50.5

50.6

50.7

50.8

50.9

51.0

51.1

51.2

51.3

51.4

51.5

51.6

51.7

51.8

51.9

52.0

52.1

52.2

52.3

52.4

52.5

52.6

52.7

52.8

52.9

53.0

53.1

53.2

79

45

50

45.16

45.26

45.29

45.39

46.71

46.71

46.66

47.35

47.46

48.1

48.2

48.3

48.4

48.5

48.6

48.7

48.8

48.9

49.0

49.1

49.2

49.3

49.4

49.5

49.6

49.7

49.8

49.9

50.0

50.1

50.2

50.3

50.4

50.5

50.6

50.7

50.8

50.9

51.0

51.1

51.2

51.3

51.4

51.5

51.6

51.7

51.8

51.9

52.0

52.1

52.2

52.3

52.4

52.5

52.6

52.7

52.8

52.9

53.0

53.1

53.2

85

CONSTRUCTED 1907 U. P. R. R. CO.
2ND ML CONSTRUCTED-2001

SIDING CONVERTED TO 2ND ML-200

FILE PAGE
LAST REVISED
NOVEMBER 13, 2003
BRIDGES UPDATED
APRIL 23, 2003
RD XING UPDATED
JULY 22, 2003

 YARD LIMIT
 ABSOLUTE SIG.
 MAGI DETECTOR
 CRACKED WHEEL INDICATOR
 DRAG, EORT, DET.
 HOT BOX DET.
 HIGH WIDE
 SHIFTED LOAD DET.
 HIGH WATER DET.
 IMPACT DETECTOR
 INT. SIG. & NO.
 TEMP-WIND GAGE
 POWER, SW.
 SPRING, SW.
 DEPOT

HISTORICAL MARKER ☆
 TOPOGRAPHY
 ELEV. TOP OF RAIL
 AT STATION M.P.
 CONTROL POINTS &
 STATION NAMES
 CIRCULAR 7 NUMBER
 MILE POST LOCATION
 LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING —
 11. ABOVE SEA LEVEL
 FIBER OPTICS
 C. T. C. — — —
 A. B. S. — — —
 NO. 1 TRACK
 SPEED ALLOWANCE
 NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS

DEGREE OF CURVE
SIDING

RAIL
NO. 1 | RACK
NO. 2 | TRACK

SURFACING & LINING SIDING

	NO. 1 TRACK	SIDING	NO. 2 TRACK
TIE GANG			

GRADE	XING DATA
X-BUCK	SIGNAL
BELL	SIGNAL
FLASHER	SIGNAL
GATES	SIGNAL
WIG WAG	SIGNAL
TRAFFIC	SIGNAL
STOP SIGN	SIGNAL

☆ MP TO 18 OREGON TRAIL PARALLELS
RR R/W CROSSING OVER AT MP 5.18 & 3.52

18.30 23-PCB-9207 (#1, #2)

AKER

20 POTO
20 POTO
20 POTO
20 POTO
20 POTO

"NEVENS"

EL. 3038
 CPW317
 NEVENS HBD
 NPD 17
 SUTHERLAND
 CAVAL
 NPD 16
 EL. 3030
 CPW016
 NORTH PAXTON
 YD 77

0.15	60.0
------	------

09

7/1 - 1

1740

1

2730

CWR -

48

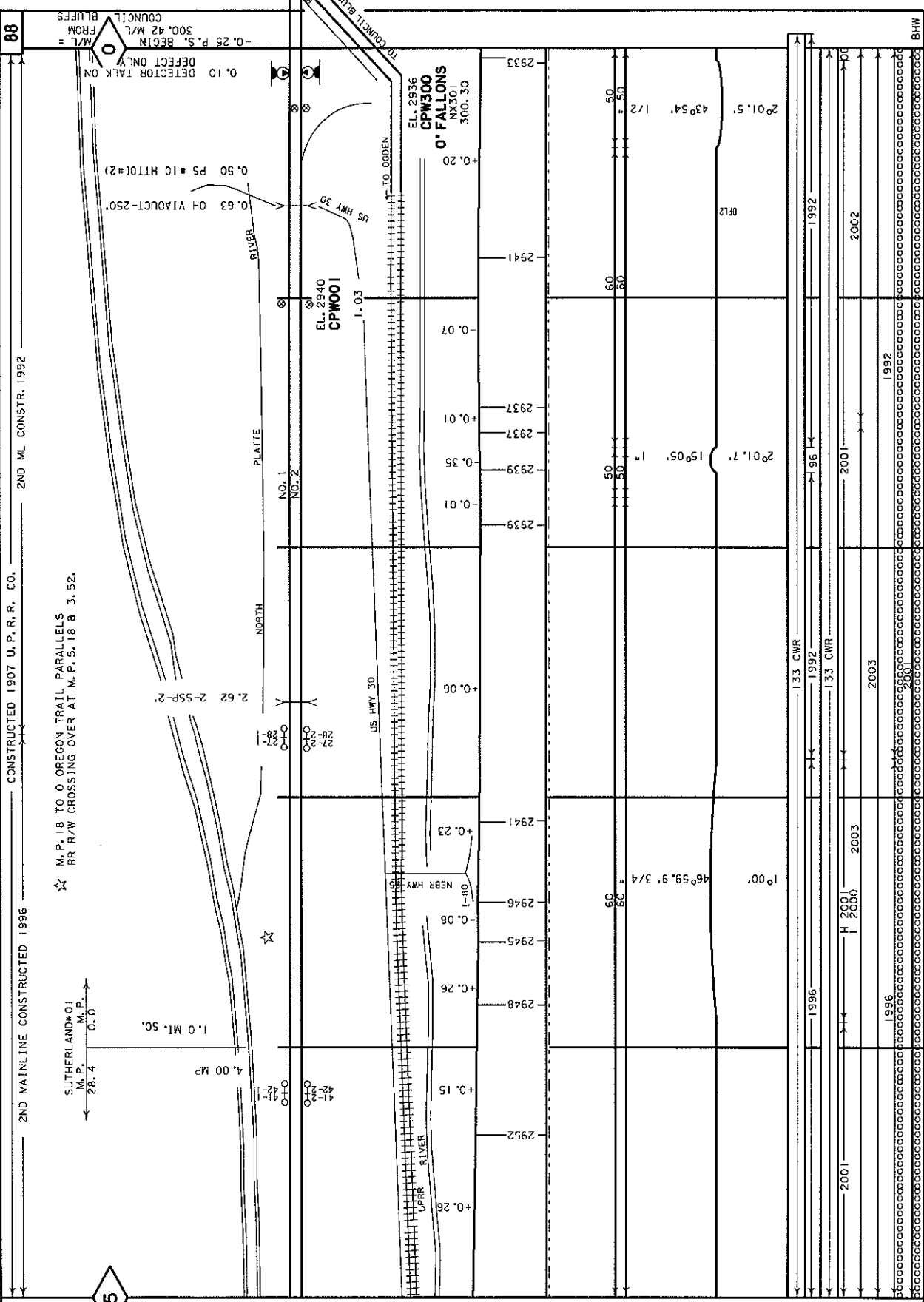
—

LRS

EAST S. NORTH RD-BFG-

P:\\$U_BOOKS\13_NO_PLAT\OSKS2.DGN

NORTH PLATTE DIVISION SOUTH MORRILL SUBDIVISION



FILE PAGE	LAST REVISED	JULY 23, 2003
BRIDGES UPDATED	APRIL 23, 2003	
RD XING UPDATED	JULY 22, 2003	
YARD LIMIT		
ABSOLUTE SIG.		
AE1 DETECTOR		
CRACKED WHEEL INDICATOR		
DRAG FOOT DET.		
HOT BOX DET.		
HIGH WIDE LOAD DET.		
HIGH WATER DET.		
IMPACT DETECTOR		
INT. SIG. NO.		
TEMP. WIND GAGE		
POWER SW.		
SPRING SW.		
DEPOT SYMBOL		
HISTORICAL MARKER		
TOPOGRAPHY		
ELEV. TOP OF RAIL		
AT STATION M.P.		
CONTROL POINTS & STATION NAMES		
CIRCULAR 7 NUMBER		
MILE POST LOCATION		
LGTH (CLEAR) OF SIDING		
MAX. GRADE PERCENT (SUB GRADE)		
SLIDE WARNING		
EL. ABOVE SEA LEVEL		
FIBER OPTICS		
C.T.C.		
A.B.S.		
NO. 1 TRACK		
SPEED ALLOWANCE		
NO. 2 TRACK		
AUTH. SUPER ELEV.		
TOTAL ANGLE		
ALIGNMENT & FLANGE LUBRICATORS		
DEGREE OF CURVE		
SIDING		
RAIL		
NO. 1 TRACK		
NO. 2 TRACK		
SURFACING & LINING		
SIDING		
NO. 1 TRACK		
NO. 2 TRACK		
TIE GANG		
SIDING		
NO. 1 TRACK		
NO. 2 TRACK		
GRADE XING DATA		
BELOCK		
FLASHER		
WAG		
TRAFFIC SIGNAL		
STOP SIGN		
CANTILEVER		

BNSF TIMETABLES

BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that Burlington Northern Santa Fe will operate free of accidents and injuries. Burlington Northern Santa Fe 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.

BNSF



Powder River Division

Timetable No. 6

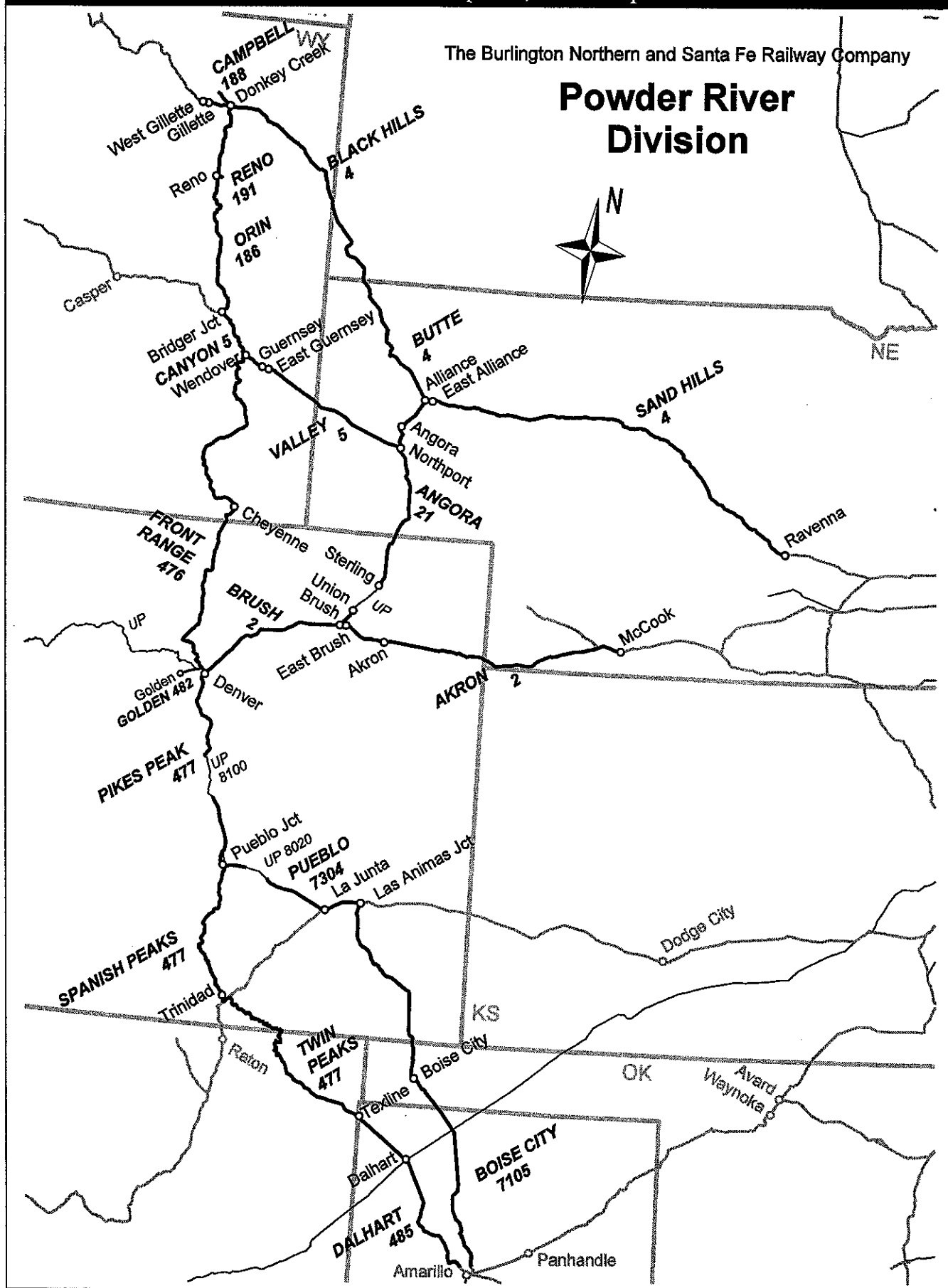
IN EFFECT AT 0700
Mountain Continental Time
Wednesday, April 28, 2004

Division General Manager

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

General Director Transportation

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



Division Managers

Alliance

D.S. Bottin	Sand Hills Trainmaster	(308) 763-2258
J.C. Cech	Division Engineer	(308) 763-2386
J.M. Deibler	Road Foreman	(308) 763-2255
K.J. Girodo	Asst. Terminal Superintendent	(308) 763-2200
T. Huddle	Roadmaster	(308) 763-2235
D.D. Leibhart	Roadmaster	(308) 763-2528
J.G. Long	Asst. Roadmaster	(308) 763-2203
J.B. Mashek	Roadmaster	(308) 763-2297
J.F. Mayfield	Trainmaster	(308) 763-0020
V.J. McCabe	Trainmaster	(308) 763-2333
S.R. Mobley	Trainmaster	(308) 763-2354
W.C. O'Donnell	Supt. Operations	(308) 763-2720
G.G. Sandhofner	Trainmaster	(308) 763-0142
K.G. Straight	Butte Trainmaster	(308) 763-2658
M. Thidemann	Trainmaster	(308) 763-0135
M.J. Tucker	Asst. Dir. Main. Prod.	(308) 763-2299
L.L. Willey	Trainmaster	(308) 763-2668
M.E. Witz	Terminal Superintendent	(308) 763-2224

Amarillo

T.A. Bolton	Trainmaster	(806) 379-3321
J.L. Hankins	Road Foreman	(806) 379-3306

Broken Bow

R.M. Brennan	Roadmaster	(308) 872-3501
T.C. Gallagher	Road Foreman	(308) 872-3513

Cheyenne

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

Denver

J.D. Danko	Trainmaster	(303) 480-6447
E.K. Earle	Roadmaster	(303) 480-6413
E.C. Gallagher	Division Engineer	(303) 480-6393
W.P. Herrin	Director Administration	(303) 480-6227
M.D. Liegl	Trainmaster	(303) 480-6447
M.J. Maruniak	Supt. Ops.	(303) 480-6528
K.R. Matzick	Road Foreman	(303) 480-6222
T.I. McCann	Trainmaster	(303) 480-6447
S.C. Mullins	Road Foreman	(303) 480-6265
K.P. Murray	Terminal Manager	(303) 480-6542
C.E. Nance	Trainmaster	(303) 480-6447
J.T. Perdew	Terminal Superintendent	(303) 480-6224
L.M. Preston	Trainmaster	(303) 480-6447
R.D. Rogen	Asst. Dir. Main. Prod.	(303) 480-7416
T.C. Simmons	Manager of Safety	(303) 480-6243
B.W. Smith	Trainmaster	(303) 480-6447
C.L. Smith	Trainmaster	(303) 480-6457
J.L. Werner	Roadmaster	(303) 480-6251
A.E. Wolfe	Pikes Peak Trainmaster	(303) 480-7908
.....	Asst. Roadmaster	(303) 480-6367

Douglas

C.M. McCoy	Roadmaster	(307) 358-7225
------------------	------------------	----------------

Edgemont

E.J. Linser	Trainmaster	(605) 662-2320
M.S. Vincent	Road Foreman	(605) 662-2346

Gillette

D.C. Christianson	Trainmaster	(307) 685-7614
L.L. Lower	Trainmaster	(307) 685-7630
M.M. Kline	Roadmaster	(307) 685-7646
G.E. Okins	Trainmaster	(307) 685-7735
W.C. Peters	Road Foreman	(307) 685-7652
M.L. Ruppert	Road Foreman	(307) 685-7617
D.R. Schnell	Terminal Manager	(307) 685-7620
J.J. Stevens	Trainmaster	(307) 685-7689
M.D. Stevens	Terminal Manager	(307) 685-7717
W.C. Sylvester	Trainmaster	(307) 685-7622
.....	Trainmaster	(307) 685-7620

Grand Junction

J.D. Trammell	Road Foreman	(303) 480-7418
---------------------	--------------------	----------------

Guernsey

R.L. Kinzie	Trainmaster	(307) 836-5223
J.S. Mikel	Terminal Manager	(307) 836-5200
L.A. Robinson	Trainmaster	(307) 836-5220
J.R. Utterback	Trainmaster	(307) 836-5255

LaJunta

B.R. Batts	Trainmaster	(719) 384-3702
A.P. Campos	Roadmaster	(719) 384-3823

McCook

K.D. Cole	Asst. Roadmaster	(308) 345-5971
J.H. Havens	Roadmaster	(308) 345-5972

Newcastle

W.J. Bergmeier	Roadmaster	(307) 685-7581
----------------------	------------------	----------------

Pueblo

L.R. Guerrero	Roadmaster	(719) 549-3528
D.L. Markley	Road Foreman	(719) 549-3560

Scottsbluff

W.C. Badenhoop	Trainmaster	(308) 630-6922
.....	Roadmaster	(308) 630-6946

Sterling

T.A. Erickson	Road Foreman	(970) 526-2251
J.W. Hartwig	Trainmaster	(970) 526-2221

Trinidad

M.F. Boyd	Supt. Operations	(719) 845-4183
D.P. Centz	Road Foreman	(719) 845-4122
W.A. Meidinger	Roadmaster	(719) 845-4146
B.A. Turner	Trainmaster	(719) 845-4121

Length of Siding (Feet)	Station Nos.	Mile Post	Akron Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
7,851	20724	287.8	McCook	BT			12.2
6,584	20735	300.0	CULBERTSON	J			8.5
7,022	20745	308.5	TRENTON				11.9
6,650	20757	320.4	STRATTON				10.3
6,779	20767	330.7	MAX				8.4
7,270	20775	339.1	BENKELMAN				10.4
7,017	20785	349.5	PARKS				11.6
6,716	20797	361.1	HAIGLER				15.9
9,140	20813	377.0	WRAY		CTC	2	8.6
6,426	20821	385.6	ROBB				6.6
7,101	20828	392.2	ECKLEY				13.3
6,716	20841	405.5	YUMA				8.5
6,658	20850	414.0	CALHOUN				9.0
6,674	20859	423.0	PLATNER				7.8
8,231	20867	430.8	AKRON				13.5
5,718	20880	444.3	PINNEO				8.9
		453.2	EAST BRUSH	JT			165.4

Radio Channel No. 70 in service McCook to MP 444.8, West Pinneo.

Radio Channel No. 66 in service MP 444.8, West Pinneo to MP 453.2

From McCook to MP 289.0 is under the jurisdiction of the Nebraska Division.

Radio Call-In		
Culbertson - 21(X)	Benkelman - 22(X)	Wray - 23(X)
Yuma - 24(X)	Akron - 25(X)	Brush - 26(X)
Merino - 20(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

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

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

MP 287.8 to MP 288.2	30 MPH.	30 MPH.
MP 288.2 to MP 288.9	60 MPH.	
MP 430.5 to MP 431.5	50 MPH.	40 MPH.
MP 431.5 to MP 434.0	60 MPH.	50 MPH.
East Brush to Brush Jct.	35 MPH.	35 MPH.

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

	Passenger	Freight
McCook—Long siding	20 MPH.	20 MPH.
Sidings at Pinneo and Stratton	10 MPH.	10 MPH.

Loaded unit coal and grain trains must not operate on the following sidings: Trenton, Stratton, Haigler, and Pinneo.

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit do not exceed the following speeds:

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

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

Trains 100 TOB and over	30 MPH.
Trains up to 100 TOB	65 MPH. 45 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car:

McCook to East Brush 143 tons, Restriction A

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

Wray—Mill track

3. Type of Operation

CTC—in effect:

MP 287.8 to MP 453.2

4. General Code of Operating Rules Items

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

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

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

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 312.0—Recall Code 218—Channel 70
MP 327.0—Recall Code 227—Channel 70
MP 343.8—Recall Code 228—Channel 70
MP 368.7—Recall Code 238—Channel 70
MP 379.9—Recall Code 247—Channel 70
MP 400.4—Recall Code 248—Channel 70
MP 426.6—Recall Code 258—Channel 70
MP 450.7—Recall Code 257—Channel 66

6. FRA Excepted Track—None

7. Special Conditions

Monfort—Locomotives not permitted through dumper or over scale.

Test Mile Locations

MP 295—MP 296
MP 425—MP 426
MP 436—MP 437

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as "critical areas" and are limited to restricted speed:

MP 299.0 to MP 302.0

MP 330.0 to MP 340.0

8. Line Segments

Yard Line Segments

Line Segment Limits

902 McCook Yard

Road Line Segments

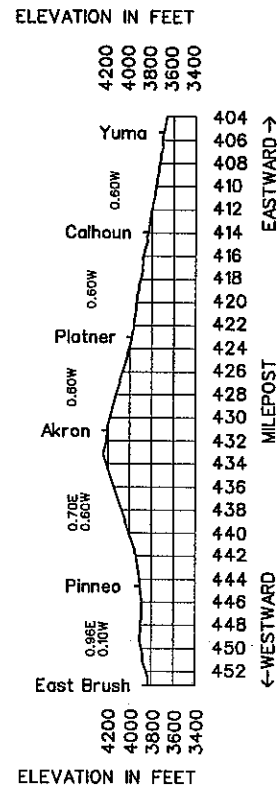
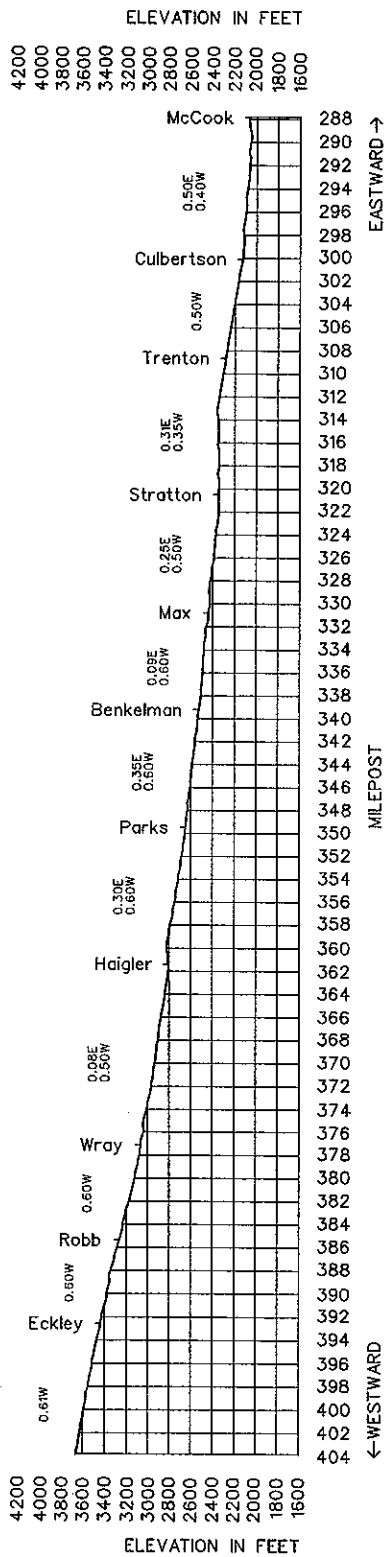
Line Segment Limits

2 McCook to East Brush

9. Locations Not Shown as Stations

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

10. Grade Chart



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.
		0.3	THIRD STREET	J	CTC		0.4
		0.7	SOUTH WYE (To Emerson 0.3)		Rule 6.28		3.9
		4.6	SOUTH ALLIANCE	X(2)			2.3
		6.9	LETAN	X	2MT CTC		5.1
		12.0	GP 120	X			1.8
	32014	13.8	BONNER				6.5
18,840	32022	20.3	ANGORA				13.5
	32034	33.8	NORTHPORT	JT			0.6
		34.4	UP CROSSING	MJT			2.1
7,117	84003	36.5	BRIDGEPORT		CTC	21	7.7
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				3.0
	84081	115.1	STERLING	BJTR			112.6

All Alliance Terminal instructions will be found on the Butte Subdivision.

Radio Channel 54 in service on this Subdivision.

Radio Channel 66 in service at Sterling Yard.

Radio Channel 70 in service at Alliance Yard and for switching operations at Sterling Yard.

Radio Call-In		
Alliance - 70(X)	Bridgeport - 71(X)	Huntsman - 72(X)
Peetz - 73(X)	Brush Dispatcher -Channel 66-Call-in 200	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatcher Telephone Numbers—

(817) 234-6183, Fax (817) 234-6171

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

1. Speed Regulations

1(A). Speed—Maximum

MP 0.3 to MP 0.7	Freight 10 MPH.
MP 4.6 to MP 112.1, including trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

Sterling Lead between South Wye and Emerson	10 MPH.
MP 24.4 to MP 30.2	35 MPH.
MP 33.7 to MP 34.4	25 MPH.
MP 34.4 to MP 36.8	35 MPH.
MP 49.5 to MP 56.0	35 MPH.
MP 74.0 to MP 75.0	40 MPH.

1(C). Speed—Switches and Turnouts

Over hand throw switches:	
MP 1.0	10 MPH.
MP 3.2—Track 201	20 MPH.
Over all UP dual control switches	
Through all turnouts equipped with dual control switches and on sidings unless otherwise specified	15 MPH.
	25 MPH.

1(D). Speed—Other

Track 200 (Old Sterling Main) MP 1.0 to MP 4.6	Freight 20 MPH.
Track 201 MP 3.2 to MP 4.6	20 MPH.
Southward trains on Tracks 200 and 201,	
MP 3.2 to MP 4.6 (HER)	20 MPH.
UP Transfer Track at Northport	10 MPH.
On SLGG Track	10 MPH.
Outside Mechanical Dept. limits, except through switches and turnouts, lite engines in Alliance Terminal	
	20 MPH.

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees

Fahrenheit do not exceed the following speeds:

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

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

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Third Street Alliance to Sterling 143 tons, Restriction A

3. Type of Operation

CTC—in effect:

Third Street Wye to South Wye

Sterling Lead—South Wye to Emerson

South Alliance to North Sterling

Restricted Limits—in effect:

MP 112.1 to MP 115.1

Two main tracks—

South Alliance to Bonner (MP 4.6 to MP 13.8).

4. General Code of Operating Rules Items

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

Rule 6.28 in effect—MP 0.7 to MP 4.6

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD locations

MP 4.6—DED/Exception Reporting

MP 8.7—DED/Exception Reporting

MP 12.0—DED/Exception Reporting

MP 16.0—Recall Code 708

MP 21.0—DED/Exception Reporting

MP 25.2—DED/Exception Reporting

MP 29.4—DED/Exception Reporting

MP 33.9—DED/Exception Reporting

MP 39.4—Recall Code 718

MP 46.8—DED/Exception Reporting

MP 52.5—DED/Exception Reporting

MP 57.8—DED/Exception Reporting

MP 61.5—Recall Code 717

MP 66.7—DED/Exception Reporting

MP 72.6—DED/Exception Reporting

MP 77.5—DED/Exception Reporting

MP 82.1—DED/Exception Reporting

MP 85.9—Recall Code 728

MP 104.5—Recall Code 727

6. FRA Excepted Track—None

7. Special Conditions

Remote Control Operations—Signs located at MP 4.6 (Angora Subdivision), MP 367.9 (Butte Subdivision) and MP 360.9 (Sand Hills Subdivision), designate the Remote Control Area at Alliance Yard.

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

Before fouling UP main track at Northport, BNSF crew must contact UP South Morrill Subdivision Dispatcher at NOC Ft. Worth on Digital Radio channel 2020 (Dial-up *51). If contact cannot be established in this way, contact BNSF Dispatcher, Ft. Worth.

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

UP Crossing—Track Connecting Angora Subdivision to Union Pacific Main Line located at MP 34.3 is known as the "UP TRANSFER TRACK". When interchanging cars to the UP at Northport, cars must be set on the interchange track past the crossover switches to the UP main track.

MP 104.5 Padroni—Crews must contact the Brush Dispatcher before departing Buchanan for yarding instructions.

Sterling—When reporting for duty at Sterling, if General Track Bulletins for your train are not available at your on duty time, immediately call the Angora Subdivision dispatcher. If not available within 10 minutes of on duty time, contact the chief dispatcher at 8-234-1240.

All trains into Sterling will be under the direction of the Brush Dispatcher. All trains must receive verbal instructions from the Brush Dispatcher before entering restricted limits between MP 112.1 and MP 115.1.

Engineer Only Helper Operations—With few exceptions, the current operating practices and procedures for two-man helper service operations will remain unchanged by the implementation of one-man helper service on the Powder River Division. If there are questions or concerns regarding the application of the existing rules, in reference to one-man operation, that have not been addressed, contact your supervisor for interpretation.

Instructions for Engineer Only Helper Service—Engineers are responsible for the inspections of the locomotive consist at the beginning of their tour of duty. This includes the Locomotive Daily Inspection, when required, as prescribed by ABTH Rule 101.2 and the Locomotive Running Air Brake Test to determine that locomotive brakes are in proper working order when initiating movement and operating conditions permit.

Locomotive Running Air Brake Test—

1. Apply independent brake sufficiently to develop brake cylinder pressure, by observation of the gauge, and determine that retarding effort is provided.
2. Release independent brakes and continue movement.
3. Make a 10-psi brake pipe reduction with the automatic brake valve. Determine that brake cylinder pressure is developed, by observation of the gauge, and that retarding effort is provided.
4. Actuate the independent brake. Determine brake cylinder pressure releases, by observation of the gauge, and the locomotive rolls freely.
5. Place the independent and automatic brake handles in the release position and proceed.

Helper Link Instructions—Helper Link equipment must be inspected at beginning of tour of duty. Pin lifters, cable connections, angle cocks and MU cable (placed in live receptacle) must be in good condition. Open the top box to check that the unit has power. Test the pneumatic pin lifter from the ground using a portable radio keypad to confirm that it is operational. If Helper Link Unit is damaged or defective, report the condition to the Dispatcher and leave a voice mail message for the Road Foreman, before departure. Helper Link Report Forms must be filled out and faxed to Road Foreman of Engines detailing defects or damage.

Temporarily Securing Locomotives—Prior to dismounting the locomotive consist for any reason, but not leaving unattended, secure locomotives per ABTH Rule 102.3, make a 20-psi automatic brake pipe reduction and fully apply the independent brake. For the purpose of Engineer Only Helper Operation, the equipment will be considered attended if the locomotives have been secured as described above and the Engineer is working on the ground, in close physical proximity to the equipment and not separated from that equipment, for example, by a passing train on an adjacent track. The handling of switches and derails, the adjusting of couplers, the opening of knuckles and all related work performed on the ground, near the equipment, is permissible and not considered leaving the equipment unattended.

Other Operating Issues—While in Engineer Only Helper Operation, when coupling to a train or other equipment or moving over road crossings, the engineer must operate from the locomotive cab nearest the direction of movement. When operating conditions require movement at restricted speed, or while moving on other than main track and it is necessary to make a backup move in reference to stretching couplings or missed couplings requiring the separation of equipment to adjust couplers or knuckles, be governed by GCOR Rules 6.4 Reverse Movement, and 6.5 Handling Cars Ahead of Engine. If it is determined, by observation of the track directly behind the locomotives, that a backup move can be safely made changing operating ends will not be required.

Engineers will not be required to maintain a Signal Awareness Form. Engineers will be required to comply with Powder River Division General Notice pertaining to Calling Signals. When notified of grade crossing signal failure/malfunction requiring flag protection at a crossing, occupying movement can not be made until other, available, BNSF employees provide protection. Contact the dispatcher, in advance, to arrange for assistance from available employees working in the area. The replacement of rear of train device batteries is the responsibility of the outbound conductor. Engineers will not be required to carry or change batteries. Helper crews will be required to perform job briefings with trains to be helped to clearly define work to be done through positive identification of train ID and location. Helpers assisting trains must operate from cab forward locomotive nearest the direction of movement unless otherwise authorized by chief dispatcher or local supervision.

Boeing Aircraft Parts Cars—Loaded Boeing aircraft parts cars must be blocked on the head end of train within five (5) cars of the locomotive consist at all times to prevent damage to car or lading.

Test Miles

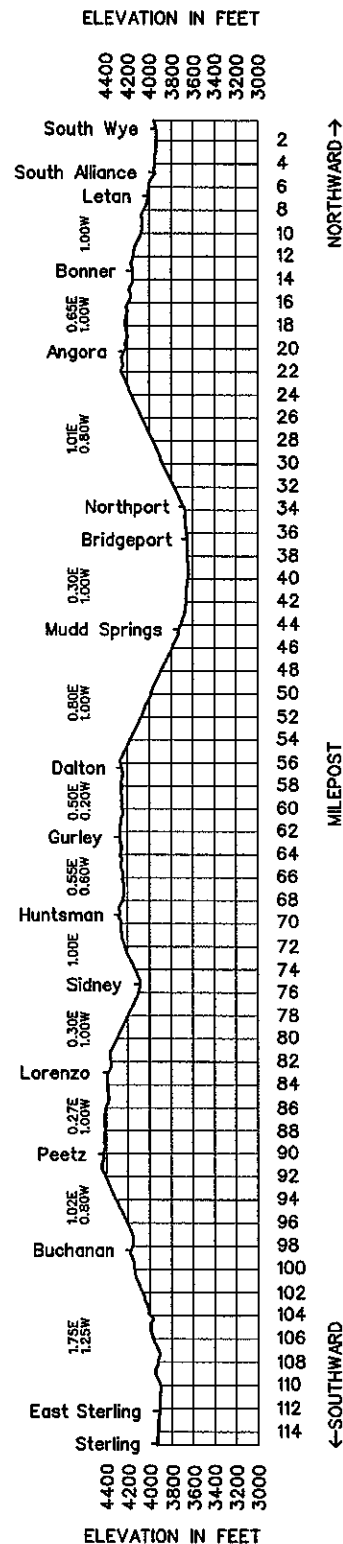
MP 3.0 to MP 4.0
 MP 9.0 to MP 10.0
 MP 23.0 to MP 24.0
 MP 41.0 to MP 42.0
 MP 64.0 to MP 65.0
 MP 87.0 to MP 88.0
 MP 103.0 to MP 104.0

8. Line Segments**Road Line Segments****Line Segment Limits**

21 Third Street to Sterling

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
32007 Letan Trk 2001	0.1 north of Letan MT2	16	North
32014 Bonner Trk 2197	0.1 east of Bonner MT 2	22	Both
32022 Angora Trk 2202	Angora	52	North
32034 UP Conn Trks 104 & 105	Northport		North
84003 Bridgeport Trk 2401	Bridgeport	47	Both
84003 Bridgeport Trk 2402	Bridgeport	44	Both
84003 Bridgeport Trk 2403	Bridgeport	43	Both
84003 Bridgeport Trk 2404	Bridgeport	56	Both
84003 Bridgeport Trk 2408	Bridgeport	5	South
84003 Bridgeport Trk 2409	Bridgeport	15	South
84003 Bridgeport Trk 2411	Bridgeport	114	North
84026 Gurley Trk 2701	Gurley	58	Both
84026 Gurley Trk 2702	Gurley	48	Both
84026 Gurley Trk 2703	Gurley	48	Both
84026 Gurley Trk 2704	Gurley	13	Both
84035 Huntsman Wye Trk to Sidney and Lowe RR - Trk 2802 & 2803	Huntsman		North
84042 Sidney Trk 2902	Sidney	39	Both
84042 Sidney UP Conn Trk - 2905	Sidney		South
84042 Sidney Trk 2901	Sidney	57	Both
84050 Lorenzo Trk 3001	Lorenzo	36	Both
84071 Padroni Trk 3301	6.0 south of Buchanan	35	North
84073 Ginther Trk 3401	7.8 south of Buchanan	12	South
84078 Ackerman Trk 3501	14.9 south of Buchanan	25	South

10. Grade Chart

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.
	30475	476.1	EDGEMONT	BPC			0.6
	30476	476.7	DEADWOOD JCT (To MP 3.0)	T	2MT CTC		0.5
		477.2	CROSSOVER 477.2	X			1.6
		478.8	CROSSOVER 478.8	X(2)			5.5
	30483	484.3	MARIETTA		CTC		10.3
	30494	494.6	DEWEY				1.6
		496.1	CROSSOVER 496.1	X(2)			8.7
		504.8	CROSSOVER 504.8	X(2)			5.2
		510.0	CROSSOVER 510.0	X(2)	2MT CTC		6.3
		516.3	CROSSOVER 516.3	X(2)			4.4
	30519	520.7	NEWCASTLE	BP			2.6
		523.3	CROSSOVER 523.3	X(2)			5.5
	30527	528.8	PEDRO		CTC		5.3
	30534	534.1	OSAGE				5.6
		539.7	CROSSOVER 539.7	X(2)			7.5
	30546	547.2	CROSSOVER 547.2	X(2)	2MT CTC		4.4
		551.6	CROSSOVER 551.6	X			0.5
		552.1	CROSSOVER 552.1	X			4.2
	30555	556.3	THORNTON		CTC		5.7
	30562	562.0	KARA		2MT CTC		5.0
		567.0	CROSSOVER 567.0	X(2)			2.0
	30568	569.0	MOORCROFT		CTC		7.5
	30581	576.5	EAST ROZET				4.9
		581.4	CROSSOVER 581.4	X(2)			3.0
		584.4	CROSSOVER 584.4	X(2)			2.4
	30587	586.4	EAST DONKEY CREEK	JTX	2MT CTC		0.3
	30587	587.1	WEST DONKEY CREEK	JT			0.4
	30588	587.6	EAST CAMPBELL	JTX			0.6
	30588	588.2	WEST CAMPBELL	JT			1.7
		589.9	MP 589.9		CTC		4.6
	30595	594.5	EAST GILLETTE				2.7
	30596	597.2	GILLETTE	BCPT	2MT CTC		0.7
		597.9	CROSSOVER 597.9	X(2)			2.0
		599.9	WEST GILLETTE				123.8

Radio Channel No. 85 in service.

Radio Channel 39, Switching Channel for Bullet and Road Crews

Radio Channel 70 in service at Gillette

Radio Channel 85 in service between Edgemont and East Gillette

Radio Channel 54 in service between East Gillette and West Gillette - All train movements under the authority of the Sheridan Line Dispatcher using Channel 54.

Radio Call-In		
Edgemont - 24(X)	Newcastle - 31(X)	Upton - 32(X)
Donkey Creek - 33(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Number—(817) 234-6185
Assistant Dispatcher Telephone Number—(817) 234-6466

1. Speed Regulations

1(A). Speed—Maximum

MP 476.1 to MP 597.2	Freight 60 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

Edgemont between east and west highway crossings (HER)	25 MPH.
MP 476.1 to MP 477.2	50 MPH.
MP 516.3 to MP 519.6	50 MPH.
MP 519.6 to MP 521.0	30 MPH.
MP 521.0 to MP 526.5	50 MPH.
MP 527.0 to MP 528.8, Main 2	25 MPH.
MP 562.0 to MP 571.4	50 MPH.
MP 581.4 to MP 588.0	35 MPH.
MP 595.4 to MP 597.9 on Main 1 (HER)	20 MPH.
MP 596.8 to MP 597.9 on Main 2 (HER)	30 MPH.

1(C). Speed—Switches and Turnouts

Through turnouts:	
Marietta, MP 484.3	35 MPH.
Osage, MP 534.1	40 MPH.
Thornton, MP 556.3	40 MPH.
Kara, MP 562.0	35 MPH.
Moorcroft, MP 568.9	40 MPH.
East Rozet, MP 576.5	35 MPH.
MP 589.9	40 MPH.
E. Gillette, MP 594.5	40 MPH.
W. Gillette, MP 599.6	40 MPH.
Through all turnouts and crossovers equipped with dual control switches and on sidings unless otherwise specified	25 MPH.

1(D). Speed—Other

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit, do not exceed the following speeds:

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

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

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Edgemont to Gillette 143 tons, Restriction A

Upton—Bridge 549.44 on Upton storage track must not be used by trains over 100 Tons/OB.

Gillette—Six-axle units not allowed on Energy Spur Track at Main 1 Track.

3. Type of Operation

CTC—in effect:

Edgemont to West Gillette

Two Main Tracks

MP 465.2—MP 484.3	MP 562.0—MP 568.9
MP 494.6—MP 528.8	MP 576.5—MP 589.9
MP 534.1—MP 556.3	MP 594.5—MP 599.9

4. General Code of Operating Rules Items

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

Rule 6.28 in effect—Between Deadwood Jct. and MP 3.0.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
 B. Other TWD locations

MP 480.7—DED/Exception Reporting
 MP 486.1—DED/Exception Reporting
 MP 492.0—Recall Code 248
 MP 498.0—DED/Exception Reporting
 MP 503.0—DED/Exception Reporting
 MP 508.0—DED/Exception Reporting
 MP 514.8—Recall Code 318
 MP 519.6—DED/Exception Reporting
 MP 527.0—DED/Exception Reporting
 MP 532.7—Recall Code 327
 MP 537.7—DED/Exception Reporting
 MP 541.7—DED/Exception Reporting
 MP 545.3—DED/Exception Reporting
 MP 548.9—Recall Code 328
 MP 554.2—DED/Exception Reporting
 MP 558.3—DED/Exception Reporting
 MP 563.8—DED/Exception Reporting
 MP 569.0—DED/Exception Reporting
 MP 573.8—Recall Code 338
 MP 578.8—DED/Exception Reporting
 MP 582.8—DED/Exception Reporting
 MP 587.6—DED/Exception Reporting
 MP 591.9—DED/Exception Reporting
 MP 597.9—DED/Exception Reporting—Channel 54

6. FRA Excepted Track—None**7. Special Conditions****Test Mile**

MP 480 to MP 481
 MP 486 to MP 487
 MP 578 to MP 579

Donkey Creek—If length of train permits, all westbound trains stopped at East Donkey Creek on MT 1, MT 2, or on Donkey Creek Yard Tracks No. 3 and No. 4, must stop at MP 586.0 in order to clear farmers crossing at MP 586.2.

Gillette—Contact the crew van using Channel 70. Crew vans picking up or dropping off crews between Crossover 597.9 and West Gillette will only operate on the road on 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.

Moorcroft—At MP 571.4, bridge not equipped with walkways.

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

All Coal Mines—All employees of BNSF Rwy. and UPRR will be governed by Powder River Division Special Instructions on Mine Properties. Employees must have in their possession this insert to the timetable while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

Boeing Aircraft Parts Cars—Loaded Boeing aircraft parts cars must be blocked on the head end of train within five (5) cars of the locomotive consist at all times to prevent damage to car or lading.

Moveable Point Frog—(Refer to System Special Instructions Item 12)

Marietta MP 484.3
 West Crossovers 547.2 MP 547.2 MT 1 and MT 2
 Kara MP 562.0
 East Rozet MP 576.5

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

892 Edgemont
 897 Newcastle
 952 Gillette

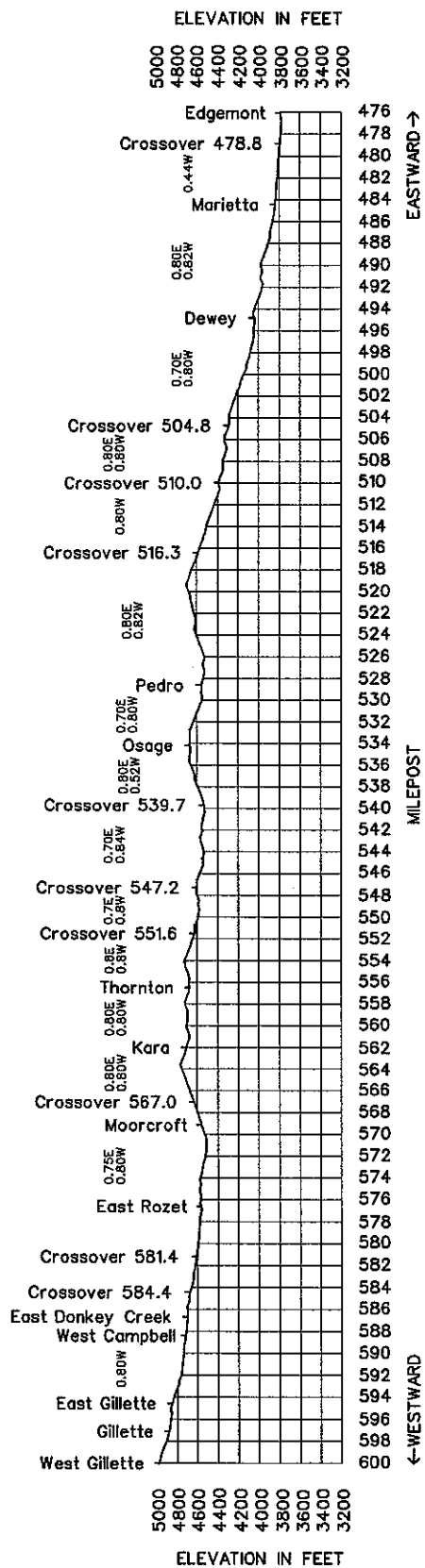
Road Line Segments**Line Segment Limits**

181 Deadwood Jct. to MP 3.0—MP 0.6 to MP 3.0
 4 Edgemont to Gillette

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30483 Marietta Back Track-701	0.2 east of Marietta Switch MT1	9	East
30494 Dewey Back Track-801	0.5 east of Crossovers 496.1 MT1	15	Both
30494 Dewey Back Track-802	0.5 east of Crossovers 496.1 MT2	15	Both
508.0 Back Tracks-9801	2.0 east of Crossover 510.0 MT1	20	Both
508.0 Back Tracks-9802	2.0 east of Crossover 510.0 MT2	20	Both
30527 Pedro Back Track-9601	0.3 east of Pedro MT1	20	Both
30527 Pedro Back Track-9602	0.3 east of Pedro MT2	20	Both
30534 Osage Chip Track-9401	1.2 west of Osage Switch MT1	20	Both
539.8 Back Tracks-9411	0.1 west of Crossover 539.7 MT1	21	Both
539.8 Back Tracks-9412	0.1 west of Crossover 539.7 MT2	21	Both
30541 Jerome-9311	4.1 east of Crossover 547.2 MT2	45	West
547.5 Back Track-9201	0.3 west of Crossover MP 547.2 MT1	10	Both
30549 Colloid Industry Track-9101	2.1 west of East Switch Upton Storage Trk MT2	48	Both
30548 Upton Storage Track-9204	0.9 west of Crossovers 547.2 MT2	156	Both
30555 BTI Conveyor Track-9001	At Thornton Power Switch MT2	38	Both
30555 BTI Loadout Track-9002	At Thornton Power Switch MT 2	9	Both
30568 Moorcroft BTI (Back Track)-8802	0.1 east of Moorcroft Power Switch MT1	20	East
30568 Moorcroft Cement Plant Track (Stock Track)-8801	0.8 west of Moorcroft Power Switch	110	Both
30581 Rozet Fertilizer Track-8709	0.2 west of Rozet #3 Switch MT 2	15	East
30581 Rozet No 3 Track-8703	At Crossover Switch 581.4 MT2	158	Both
30581 Rozet No 4 Track-8704	0.4 west of Rozet #3 Switch MT2	158	Both
30581 Pocket Track MP 584.4-8702	Between Rozet #3 & Donkey Creek #3	30	Both
30587 Donkey Creek No 3 Track-1503	At Crossover Switch 584.4 MT 2	164	Both
30587 Donkey Creek No 4 Track-1504	At Both Ends of Donkey Creek #3 MT 2	164	Both
Minturn-8505	0.1 west of MP 589.8	50	Both
30589 E. Wyodak-8501	1.4 west of MP 589.9	4	East
30589 W. Wyodak-8502	1.8 west of MP 589.9	4	West
30596 Gillette Cab Track-1019	0.8 east of Crossover 597.9 MT 2	5	Both

10. Grade Chart



SOUTHWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Boise City Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD
		56700	554.9	LA JUNTA	BCPT X(2)Y	DT ABS ATS	7300	0.9	
			554.0	CP 5540		2MT CTC ATS		3.3	
			550.7	CASA				14.7	
	8,300	58060	536.0	LAS ANIMAS		CTC ATS		2.4	
			533.6	LAS ANIMAS JCT.	JP			38.9	
	7,700	40525	196.6	FRICK			TWC	23.5	
		40500	173.1	SPRINGFIELD	P			2.9	
	7,700		170.2	SOUTH JCT.				18.6	
	7,450	40430	151.6	CAMPO				29.0	
	7,100	40400	122.6	BOISE CITY	P			22.5	
	8,200	40342	100.1	KERRICK				14.4	
	3,168	40324	85.7	STRATFORD				0.2	
			85.5	UP RRX	JM	CTC		21.5	
		53330	64.0	ETTER	T		7105	5.7	
	7,920	53320	58.3	MACHOVEC				6.2	
		53300	52.1	DUMAS	P			10.8	
		53270	41.3	BAUTISTA				14.1	
		53250	27.2	MARSH			TWC	8.4	
	3,241	53240	18.8	PUENTE				10.6	
	8,300	53220	8.2	JUILLIARD				7.2	
			1.0	DUMAS JCT.	JRT			1.0	
			0.0	BC JCT.	JM	CTC		256.8	

Radio Channel 72 in Service

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

Dispatcher Telephone Numbers

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

Train Dispatcher

—La Junta to Las Animas Jct.

(DS 13) Monday—Friday, 0700-2300 (817) 234-2313

Fax (817) 234-2413

(DS 18) Monday—Friday, 2300-0700 and Saturday-Sunday

(817) 234-2318, Fax (817) 234-2418

—Las Animas Jct. to Amarillo

(DS 94)—(817) 234-6054, Fax (817) 234-6075

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

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

	Passenger	Freight
MP 554.9 to MP 533.6	90 MPH.	55 MPH*
MP 235.5 to MP 0.0		49 MPH.

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

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

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

Exceptions:

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

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

Trains consisting entirely of loaded double-stack equipment:

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

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

The maximum speed for freight trains is 45 MPH when:

1. Train exceeds 10,000 feet; or
2. Train averages 90 TOB or more.

1(B). Speed—Permanent Restrictions

	Passenger	Freight
MP 554.9 to MP 554.2	40 MPH.	40 MPH.
MP 554.2 to MP 553.6	80 MPH.	60 MPH.
MP 553.1 to MP 552.8	60 MPH.	55 MPH.
MP 551.6 to MP 551.4	80 MPH.	60 MPH.
MP 548.0 to MP 547.9	85 MPH.	
MP 545.8 to MP 544.9	85 MPH.	
MP 543.9 to MP 543.1	80 MPH.	
MP 536.5 to MP 536.4	80 MPH.	
MP 235.5 to MP 234.8		40 MPH.
MP 174.4 to MP 172.0		25 MPH.
MP 123.8 to MP 123.2		20 MPH.
MP 121.6 to MP 121.3		20 MPH.
MP 113.9 to MP 111.3		25 MPH.
MP 85.5 UP RRX		30 MPH.
MP 51.9 to MP 51.6		30 MPH.
MP 31.1 to MP 30.8		45 MPH.
MP 27.5 to MP 27.2		25 MPH.
MP 25.8 to MP 25.5		40 MPH.
MP 23.5 to MP 22.2		30 MPH.
MP 21.1 to MP 20.8		40 MPH.
MP 20.1 to MP 19.8		40 MPH.
MP 19.5 to MP 19.1		30 MPH.
MP 17.9 to MP 17.6		40 MPH.
MP 11.2 to MP 10.6		40 MPH.
MP 1.0 to MP 0.0		20 MPH.

1(C). Speed—Switches and Turnouts

MP 550.7, turnout to Main 2		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 536.0, both ends siding		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 533.6, turnout from Boise City Sub. to La Junta Sub.		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
Through turnouts and siding		
Frick, South Jct., and Machovec		20 MPH.

1(D). Speed—Other

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

Temperature Restrictions**Hot Weather—**

From MP 533.6 to MP 554.9 when the ambient temperature is 110 degrees F and higher

Trains 100 TOB and over	45 MPH.
Trains up to 100 TOB	50 MPH.

From MP 235.5 to MP 0.0 when ambient temperature is 90 degrees F and higher
 Trains 100 TOB and over 40 MPH.
 Trains up to 100 TOB 45 MPH.

Cold Weather—

From MP 235.5 to MP 0.0 when ambient temperature is -10 degrees F and lower
 Trains 100 TOB and over 30 MPH.
 Trains up to 100 TOB 45 MPH.

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

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

3. Type of Operation

ABS—in effect:

MP 554.9 to MP 554.0

CTC—in effect:

MP 554.0 to MP 533.6

MP 85.6 to MP 85.4

MP 1.0 to MP 0.0

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

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

Multiple Main Tracks—

2MT: MP 554.9 to MP 550.7

TWC—in effect:

MP 235.5 to MP 85.6

MP 85.4 to MP 1.0

Restricted Limits—in effect:

MP 3.5 to MP 1.0

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

Manual Interlockings Not Controlled by BNSF

<u>Location</u>	<u>Controlling Railroad</u>
-----------------	-----------------------------

MP 85.5 UP RRX UP

Use radio channel 72 tone 2* to communicate with UP Dispatcher controlling interlocking.

4. General Code of Operating Rules Items

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

Rule 12.1—ATS in effect:

MP 533.6 to MP 554.9

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 538.4—Recall Code 8

MP 13.6—Recall Code 8

MP 28.1—Recall Code 8

MP 54.2—Recall Code 8

MP 69.6—Recall Code 8

MP 93.2—Recall Code 8

MP 125.8—Recall Code 8

MP 155.2—Recall Code 8

MP 176.7—Recall Code 8

MP 214.3—Recall Code 8

C. Other detectors

MP 218.8—High Water—Rotating red lights at MP 217.8 and MP 219.8 and at Bridge 218.8.

Trains exceeding 7,000 tons must approach indicator not exceeding 35 MPH.

6. FRA Excepted Track—None

7. Special Conditions

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

Las Animas Jct.—Trains traveling from the La Junta Subdivision to the Boise City Subdivision will be through the turnout at Las Animas Jct.

Bad Order Setout Tracks—Tracks at the following locations are designated as bad order setout tracks. Signs indicate where car(s) should be spotted:

Las Animas	7401 (East), 7490 (West)
Ruxton	1301
Harbord	8701 (North)
Springfield	9506 (South)
Bisonte	6301 (North)
Campo	5201 (South)
Castaneda	5301 (North)
Boise City	Yard Track (South)
Kerrick	3692 (North)
Stratford	3684 (South)
Lautz	3680 (North)
Etter	3639 (North), 3648 (South)
Dumas	3616 (South)
Exell	3607 (North)
Marsh	3604
Puente	3602 (North)
Juilliard	3601 (South)

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

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

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

Between Dumas Jct. and BC Jct.

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

Critical Area—See System Special Instructions, Item 33, Flash Flood Warnings:

MP 549.8

MP 548.8

MP 546.4

MP 545.6

MP 542.3

MP 218.8

MP 201.5 to MP 201.0

MP 189.0 to MP 188.0

MP 179.0 to MP 178.0

MP 121.8

MP 80.0 to MP 78.0

MP 26.0 to MP 23.0

8. Line Segments

Yard Line Segments

Line Segment Limits

7353 La Junta Yard

Road Line Segments

Line Segment Limits

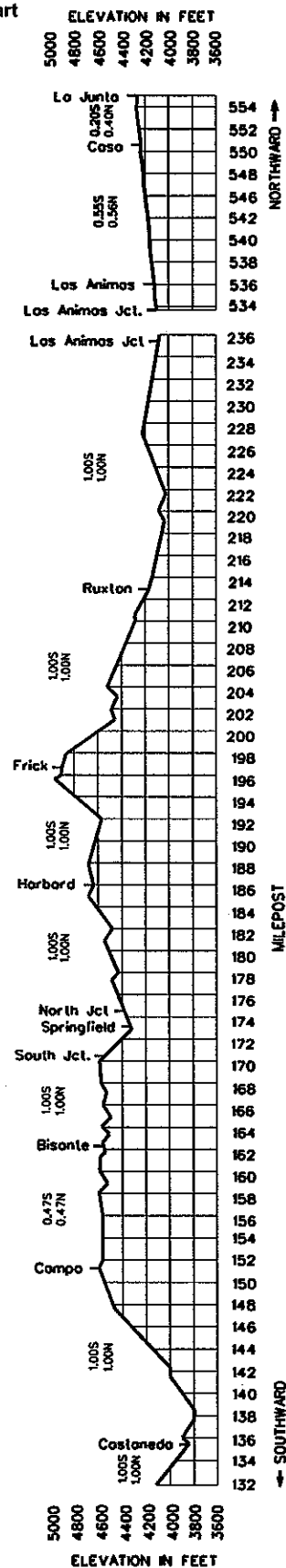
7300 La Junta to Las Animas Jct.

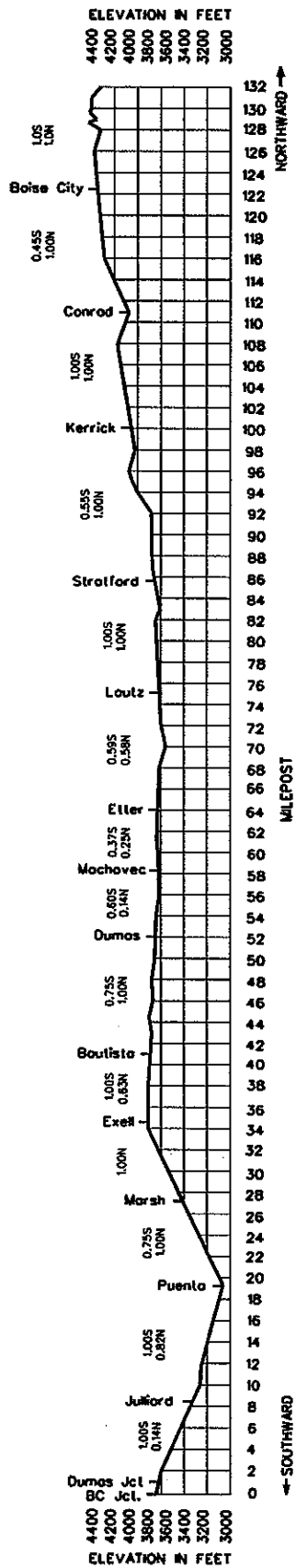
7105 Las Animas Jct. to BC Jct.

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Cars	Switch Opens
Ruxton	212.9	42	Both
Harbord	186.0	44	Both
Manter Industrial Spur	172.0	3.97 miles	
Bisonte	162.5	44	Both
Castaneda	135.3	75	Both
CV Industrial Spur	121.2	4.4 miles	
Conrad	111.0	62	Both
James R. Lovell	82.8	27	Both
Lautz	75.1	73	Both
Triangle Grain Co.	61.9	12	South
Machovec Industrial Spur	57.8	306	North
Farmers Grain Co.	57.5	6	South
Exell	34.6	63	Both

10. Grade Chart





Length of Siding (Feet)	Station Nos.	Mile Post	Brush Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	84081	115.1	STERLING	BJTR		907	
UP track between Sterling (UP MP 57.7) and Union (UP MP 81.1) is dispatched by BNSF train dispatchers.							
8,277		57.5	STERLING	Y	ABS TWC		17.8
6,910	84100	75.3	MESSEX				5.3
	84105	81.1	UNION				2.6
7,231	84109	141.2	NEW HILLROSE			21	6.8
		148.0	BRUSH JCT. To East Brush 0.9	JT			2.0
N7,308 S7,112	20891	150.0 454.9	BRUSH CENTER To East Brush 1.7	BJT			1.5
		456.5	WEST BRUSH				1.5
	20894	458.0	PAWNEE JCT.	J			6.5
6,220	20900	464.3	FT. MORGAN				4.1
7,870	20904	468.5	BIJOU				10.5
6,954	20915	478.9	WIGGINS		CTC		10.1
7,133	20924	489.1	CREST				6.3
7,048	20932	495.7	ROGGEN			2	9.9
7,101	20941	505.4	KEENESBURG				7.6
6,146	20949	513.0	HUDSON				5.5
7,191	20954	518.5	TONVILLE				6.0
7,613	20960	524.5	BARR				7.4
7,656	20968	531.7	IRONDALE				4.9
	20973	536.9	SAND CREEK	M			2.7
		539.6	48TH AVE.				1.6
	20977	541.2	31ST STREET YARD	BT	Rule 6.28		0.3
		541.5	23RD STREET	MJ		135	0.6
		542.1 0.0	20TH STREET		2MT CTC		121.5

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

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

Radio Channel No. 78 in service Yard Informational Channel

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

Radio Channel No. 76 in service Industry Jobs.

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

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

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

Radio Call-In		
Brush - 26(X)	Wiggins - 27(X)	Barr - 29(X)
Denver - 31(X)	Keenesburg - 28(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers
(817) 234-6052, Fax (817) 234-6073

UPRR Dispatcher
(800) 726-1178

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

UP MP 56.1 to UP MP 59.1	20 MPH.
MP 149.5 to MP 150.0	20 MPH.
East Brush to Brush Jct.	35 MPH.
Crossover MP 150.0 to MP 454.9	
Brush Center	20 MPH.
MP 454.9 to MP 456.5 Track 1	20 MPH.
MP 506.0 to MP 506.7	65 MPH.
MP 535.3 to MP 537.2 (Eastward trains HER only at MP 535.3)	40 MPH.
Over UP Crossing MP 537.3	30 MPH.
MP 537.4 to MP 539.6	40 MPH.
Signal MP 539.6 to MP 541.2	30 MPH.
MP 541.2 to MP 541.2, Coal Lead	10 MPH.
MP 541.5 to MP 542.1	10 MPH.
Signal MP 541.2 to 20th Street Crossover	
MP 542.1	10 MPH.
Through Denver Union Terminal Limits	10 MPH.
Passenger trains Denver Union Terminal to 31st Street yard via passenger lead	10 MPH.

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

On siding Ft. Morgan	10 MPH.
When leaving Pawnee Power Plant MP 458.76	
County Road Q, HER Eastward	5 MPH.
Sterling Coal 1 siding and Coal 2 siding	20 MPH.
Market Street Main, east end Nabisco pass	5 MPH.
Denver Coal 1 siding and Coal 2 siding	20 MPH.
Denver 38th St. Yard Track CM38	5 MPH.
Messex, on siding	20 MPH.

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit do not exceed the following speeds:

Trains 100 TOB and over	40 MPH.
Trains up to 100 TOB	65 MPH.

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

Trains 100 TOB and over	30 MPH.
Trains up to 100 TOB	65 MPH.

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

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

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

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

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

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

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

High Wide Loads—High wide loads must not use the following tracks:

Siding Fort Morgan, #2 Track Brush and Siding Messex.
 No. 1 Track at Brush.

3. Type of Operation

ABS/TWC—in effect:

UP MP 59.1 at Sterling to MP UP 81.1 CTC Union

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

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

CTC—in effect:

23rd St. MP 541.5 to 20th St. MP 542.1 (2 MT)
 Union to 31st Street Yard

Yard Limits—in effect:

UP MP 56.1 to UP MP 59.1

Restricted Limits—in effect:

Sterling

BNSF MP 112.2 to MP 115.1 Angora Subdivision (Powder River Division)

BNSF MP 229.4 to MP 225.9 (NKCRR)

Restricted Limits are in effect on the NKCR. The limits of these restricted limits are from the switch located on the UPRR main track MP 57.5, MP 229.4 to MP 225.9 on the NKCR. This territory is the responsibility of BNSF, and the territory east of MP 225.9 is the responsibility of NKC Railnet.

Main Track and Coal Track Designation at Sterling—When standing at Ceres Crossing, facing a northward timetable direction, the center track is the BNSF Main Track. The track to the left is Coal 1 and the track to the right is Coal 2.

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

4. General Code of Operating Rules Items

Rule 6.2—At Denver, eastward trains must obtain General Track Bulletin listing restrictions between Denver and Sterling and between East Brush and McCook on the Akron Subdivision.

Entering Main Track at Sterling—The Brush Dispatcher will control train and engine movements through Sterling. Before

entering the main track, comply with Rule 6.2 of the General Code of Operating Rules.

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

Rule 6.28—In effect between 31st Street and begin CTC 23rd Street and between 31st Street and Denver UD (on Passenger Lead). All movements between 31st Street and 23rd Street, and between 31st Street and Denver Union Depot (Passenger Lead) are under the direction of the yardmaster at 31st Street.

Rule 8.3—Sterling—Normal position of main track switches DOES NOT APPLY. Main track switches may be left lined as last used; however, they must be locked at the main track switch located at MP 114.7 main track to Coal 2 and MP 114.0 main track to Coal 1. This switch may be left lined and locked as last used; however, it must be locked. Train must approach these switches expecting to find these switches lined against movement.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 144.4—Recall Code 268

MP 470.7—Recall Code 278

MP 494.1—Recall Code 288

MP 521.9—Recall Code 298

6. FRA Excepted Track

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

7. Special Conditions

Remote Control Operations—Signs located at MP 539.0 (Brush Subdivision), MP 4.5 (Front Range Subdivision) and MP 7.0 (Pikes Peak Subdivision), designate the Remote Control Area at Denver Terminal.

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

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

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

Close clearance—Diesel facility fueling track.

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

Irondale Auto Facility—The following spotting/pulling requirements apply:

1. Railcars being spotted must be positioned so automobiles can be unloaded efficiently, taking into consideration the unloading direction and type of railcar (bi-level or tri-level).
2. When necessary to separate railcars inside the facility, distance must be at least 125 feet to accommodate the unloading ramp. In addition, railcars must be set no closer than 125 feet from the east or west fences unless unloading direction is opposite of the fence.
3. When spotting railcars that will remain coupled while being unloaded, the distance between cars must be between 38 inches and 49 inches measured from ramp plate eyelet to ramp eyelet. A chain with the acceptable

tolerance range painted yellow is located at the east rail entrance gate.

4. A handbrake must be applied to each car spotted in the auto facility.

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

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

When switching on the Salt Mine Switching Lead, any switch cut will be limited to 25 cars or 3000 tons or 1,800 feet. Limits may be exceeded for shove movements only. Any switch cut longer than 25 cars or 1,800 feet must use the corridor. There will be a limit of two locomotives on any switch cut. All inbound trains that are required to be doubled over must use the corridor, rather than the wye bridge route. Any bad order cars to be set out of outbound trains can be done only if the train does not pull around the wye bridge.

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

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

Yard Track Protection:

Yard track protection must be provided when crews are coupling tracks, when tracks are occupied with non-crewed locomotives or when trains are arriving or departing from the Denver complex. Switches must be lined away from the track to be protected. Switches must be protected by one of the following methods:

1. Employee assigned to protect the switch.
2. Switch protected by magnetic "Track Occupied" flag or Blue Flag protection (GCOR 5.13 – Mechanical P&M Safety Rules S-24.2 and M-1.0) will be utilized by Mechanical Department employees when work requires.

Denver Switching Restrictions

Loaded auto racks, passenger cars, engines, poison gas, high-value loads, etc., must not be unnecessarily switched or couplings made so as to damage the equipment or load. It is further understood that this type of equipment will not be cut off in motion or struck by any car moving under its own momentum. Refer to General Code of Operating Rule 7.3 for additional precautions.

Yardmasters will include in daily job briefings at the beginning of each shift and when conditions change during the shift with each crew, the location(s) if any, where this type of equipment is located in the yard. Switch crews are also required to inquire as to the location of these listed cars if the yardmaster does not provide this information.

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

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

When deadheading from outlying terminals/points, the following locations will serve for pool placement (time arrived) for all pool service, assigned locals, extra boards, etc., for which Sterling

is a terminal. Arrival points for show in times at Sterling are as follows:

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

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

When reporting for duty at Sterling, if General Track Bulletins for your train are not available at your on-duty time, immediately call the appropriate dispatcher:
Brush Subdivision Dispatcher—234-6052
Angora Subdivision Dispatcher—234-6183

If General Track Bulletins are not received within 10 minutes, contact the appropriate chief dispatcher:
Brush Subdivision Chief—234-7361
Angora Subdivision Chief—234-1240

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

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

Crews handling coal trains into Pawnee Power Plant must notify Field Support to report the arrival and departure times at the plant. Notification can be made by touch-toning Field Support on the radio or calling (817) 317-6207.

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

8. Line Segments

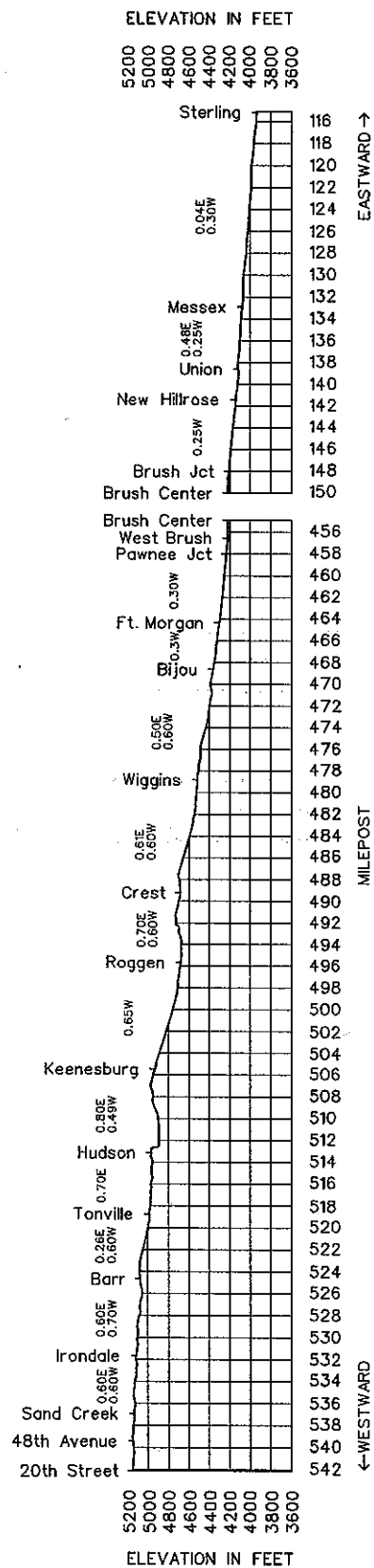
Yard Line Segments

Line Segment	Yard
496	Jersey Cut Off
901	38th to 31st Street
904	Market Street Line
907	Sterling
908	Brush
21	Sterling to Brush Center
2	Brush Center to 31st St. Yard
135	31st St. Yard to 20th Street

9. Locations Not Shown as Stations

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

10. Grade Chart



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.
		364.0	EAST ALLIANCE	X(2)	Rule 6.28		1.6
	30364	365.6	ALLIANCE	BT			0.3
		365.9	EMERSON (To South Wye 0.3)		CTC		0.3
		366.2	THIRD STREET	J			2.9
		369.2	WEST ALLIANCE		2MT CTC		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)			11.7
		403.9	CROSSOVER 403.9	X(2)			4.5
		408.4	CROSSOVER 408.4	X			1.3
10,227	30409	409.7	BELMONT	X	2MT CTC	4	10.1
		419.8	CROSSOVER 419.8	X(2)			3.1
	30422	422.9	CRAWFORD	BX			0.7
		423.6	CROSSOVER 423.6	X			1.9
		425.5	CROSSOVER 425.5	X			7.3
		432.8	CROSSOVER 432.8	X(2)			4.5
	30436	437.5	CROSSOVER 437.5	X(2)			7.6
		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				1.7
		466.9	CROSSOVER 466.9	X(2)			6.7
		473.6	CROSSOVER 473.6	X(2)	2MT CTC		1.6
	30474	475.2	EAST EDMONT				0.9
	30475	476.1	EDGEMONT	BT			112.4

Channel 87 in service on this Subdivision.

Channel 70 in service at Alliance Yard.

Radio Call-In		
Alliance - 20(X)	Belmont - 21(X)	Crawford - 25(X)
Ardmore - 23(X)	Edgemont - 24(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatcher Telephone Number—(817) 234-6184

1. Speed Regulations

1(A). Speed—Maximum

MP 365.6 to MP 476.1	Freight
Trains 100 TOB and over	45 MPH.
	50 MPH.

1(B). Speed—Permanent Restrictions

MP 365.9 to MP 366.2	10 MPH.
Eastward Trains MP 367.1 to MP 366.2	25 MPH.
Westward Trains MP 366.2 to MP 366.8 (HER)	25 MPH.
Sterling Lead between Emerson and South Wye	10 MPH.
MP 393.6 to MP 399.8	40 MPH.
MP 408.4 to MP 412.8	30 MPH.
MP 412.8 to MP 414.1	20 MPH.
MP 414.1 to MP 418.8	25 MPH.
MP 418.8 to MP 423.6	40 MPH.
MP 438.6 to MP 446.0	50 MPH.
MP 466.7 to MP 469.4 (Both main tracks)	40 MPH.

MP 469.4 to MP 475.2	Freight
Edgemont between east and west Highway crossings (HER)	45 MPH.
MP 475.2 to MP 476.1	25 MPH.
	50 MPH.

1(C). Speed—Switches and Turnouts

Through turnouts:

East and West Rumford	35 MPH.
West Rumford, trains 100 TOB and over	25 MPH.
Ardmore, MP 451.2	40 MPH.
MP 475.2	10 MPH.
MP 465.2	40 MPH.
Through all turnouts equipped with dual control switches	25 MPH.

1(D). Speed—Other

On sidings unless otherwise specified	25 MPH.
Through siding Belmont	25 MPH.
Through siding Rumford	35 MPH.
Outside Mechanical Dept. limits, except through switches and turnouts, lite engines in Alliance Terminal	20 MPH.
Engine Servicing Tracks	
Old Trinidad Bean Spur (Track 310)	5 MPH.
Bean Spur Tracks 1 through 4 (Tracks 131-134)	5 MPH.
Casey 1 and Casey 2 (Tracks 286 and 287)	5 MPH.
Switch Engine Spur at 30 Shanty (Track 285)	5 MPH.
South Engine Tie-Up Track at 59 Shanty (Track 227)	5 MPH.
South Storage Track at 59 Shanty (Track 235)	5 MPH.
Track 116	5 MPH.

Temperature Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit do not exceed the following speeds:

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

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

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

East Alliance to Edgemont 143 tons, Restriction C

Six axle locomotives exceeding 186 tons are prohibited west of west derail on Old Trinidad Bean Track, Track 310.

Locomotives prohibited west of CMR boxcar on Middle City Track, Track 312.

3. Type of Operation

CTC—in effect:

Emerson to Edgemont
Sterling Lead - Emerson to South Wye

Two Main Tracks

MP 366.2—MP 376.2
MP 384.6—MP 451.2
MP 465.2—MP 476.1

4. General Code of Operating Rules Items

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

Rule 6.28 in effect—Alliance Terminal MP 364.1 to MP 365.9

5. Trackside Warning Detectors (TWD)

- Protecting Bridges, Tunnels or Other Structures: None
- Other TWD locations
 - MP 367.9—DED/Exception Reporting
 - MP 374.4—DED/Exception Reporting
 - MP 379.6—DED/Exception Reporting
 - MP 386.8—DED/Exception Reporting
 - MP 390.4—Recall Code 208

MP 394.0—DED/Exception Reporting
 MP 401.0—DED/Exception Reporting—Main 2
 MP 406.2—Recall Code 218
 MP 412.7—DED/Exception Reporting
 MP 414.2—DED/Exception Reporting
 MP 417.6—DED/Exception Reporting
 MP 422.4—DED/Exception Reporting
 MP 428.2—Recall Code 258
 MP 434.3—DED/Exception Reporting
 MP 439.5—DED/Exception Reporting
 MP 443.0—DED/Exception Reporting
 MP 449.1—DED/Exception Reporting
 MP 454.4—Recall Code 238
 MP 459.5—DED/Exception Reporting
 MP 463.8—DED/Exception Reporting
 MP 470.6—Recall Code 308

6. FRA Excepted Track—None

7. Special Conditions

Remote Control Operations—Signs located at MP 4.6 (Angora Subdivision), MP 367.9 (Butte Subdivision) and MP 360.9 (Sand Hills Subdivision), designate the Remote Control Area at Alliance Yard.

Alliance Terminal Instructions

Radio Channels—Channel 70 in service at Alliance Yard.

Channel 96 in service at Alliance Yard for taxi and crew vans.

Channel 59 in service inside designated Mechanical Limits.

Channel 49 in service for switching operations in South Yard.

Channel 78 in service for switching operations in North Yard.

All radio transmissions between inbound/outbound trains and the Yardmaster or Diesel Tower will be handled on Channel 70 except in an emergency situation or as directed by the Yardmaster.

Inbound trains will switch from the road channel to Channel 70 after passing these respective points:

From the East: Birdsell
 From the South: CP 120
 From the West: Berea

Outbound trains will switch from the Channel 70 to the appropriate road channel after passing these respective points:

To the East: Birdsell
 To the South: MP 4.6 (South Alliance)
 To the West: West Alliance

Prior to occupying switching leads, permission must be obtained from yardmaster.

Crew called for freight or grain trains destined Edgemont, arrange to obtain fuel reading on engine consists and report these to the West Alliance Dispatcher prior to departure from Alliance.

Yard crews, hostlers, and hostler pilots must have at their on/off duty point, a current copy of the General Code of Operating Rules, TY&E Safety Supplement, Air Brake and Train Handling Rules, System Special Instructions, and Hazardous Material Instructions, they can refer to while on duty. In the event a yard crew member, hostler, or hostler pilot needs to refer to one or more of the aforementioned publication(s) and that publication(s) is not readily available due to physical distance from their on/off duty point, they will contact the yardmaster who will arrange to have the publication(s) transported to their location for their referral. Yard crews making moves outside their usual working location (e.g. relieving crews under hours of service, AEP, Progressive Rail, etc.) must have their

required publication(s) in their possession.

Diesel Pit Instructions—Contact the Diesel Pit Foreman on radio channel 59 (or 70 if 59 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 59 if available.

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 switch derail and blue light
 Trackage West of Steel Track derail and blue light
 Trackage West of East switch derail and blue light
 Trackage East of Departure Track derail and blue light
 Trackage East of West Diesel Shop Derail and blue light
 Trackage East of Diesel Lead/160 Track Sw. 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

Heating Plant:

Trackage East of West Heating Plant Switch and blue light

Diesel Pit Tracks—When spotting cars or fuel tenders on the diesel pit tracks, cars must be walked into a spot. The speed limit of locomotives within the mechanical limits shall not exceed 5 MPH.

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 59 (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 Main 1 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 Main 1 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—When cutting off helper engine at Belmont, do not stop engine consists on top of switches at MP 408.4. If cars are left on the siding keep them east of the back track so track machines can be moved.

Between Belmont and Crossover 419.8—Milepost sign 416.0 is actually located at MP 415.7.

Crawford Helper Operations—Loaded coal trains with empty cars in the rear one-third of the train must cut in helpers ahead of the empty cars.

Powered axle limitations on rear of loaded unit coal trains are restricted as follows:

A. Loaded unit coal train not exceeding 18,100 trailing tons: 36 powered axle rating.

B. Loaded unit coal trains exceeding 18,100 trailing tons: 33 powered axle rating.

If stopped for any reason while using any combination of locomotives with or exceeding the 33 powered axle rating on rear of train, helpers and rear DP unit are limited to throttle 7 position when restarting train between MP 421.0 and MP 390.0 on either main track, until train attains or exceeds 10 MPH.

General merchandise trains and intermodal trains in excess of 8,000 tons using helper locomotive(s) must have helper locomotive(s) cut in train, ahead of the helper locomotive(s) full rated tonnage.

Full Rated Tonnage

1—SD70MAC 2,400 tons
 2—SD70MAC 4,800 tons
 1—SD60 2,200 tons
 2—SD60 4,400 tons
 1—SD40 2,000 tons
 2—SD40 4,000 tons

Helper locomotive(s) placed in general merchandise or intermodal trains must not be placed directly behind empty car or 80 foot or longer car weighing less than 50 tons.

Observe "Helperlink Opts" requirement, ABTH Rule 102.12.5
 Exception: The train may be cut off while moving if the helper locomotive and end-of-train device on the train being helped is the type that automatically makes the mechanical separation. (Helperlink 11 or similar equipment) and train speed is 20 MPH or less.

When coming on duty, helper crews arrange to notify train dispatcher of the engine numbers in the consist before departing. Prior to release from duty, notify the train dispatcher about any helper locomotives in the consist that have less than 1,000 gallons of fuel.

Boeing Aircraft Parts Cars—Loaded Boeing aircraft parts cars must be blocked on the head end of train within five (5) cars of the locomotive consist at all times to prevent damage to car or lading.

Dual Control Derail

Belmont Siding, MP 408.4

Crawford between No. 2 track switch and MT 1, MP 423.1.
 Target will display red only when lined for MT 1.

Test Mile

MP 366.3 to MP 367.3
 MP 371 to MP 372
 MP 389 to MP 390
 MP 433 to MP 434
 MP 461 to MP 462

8. Line Segments

Yard Line Segments

Line Segment Limits

890 Alliance
 891 Alliance Shop

Road Line Segments

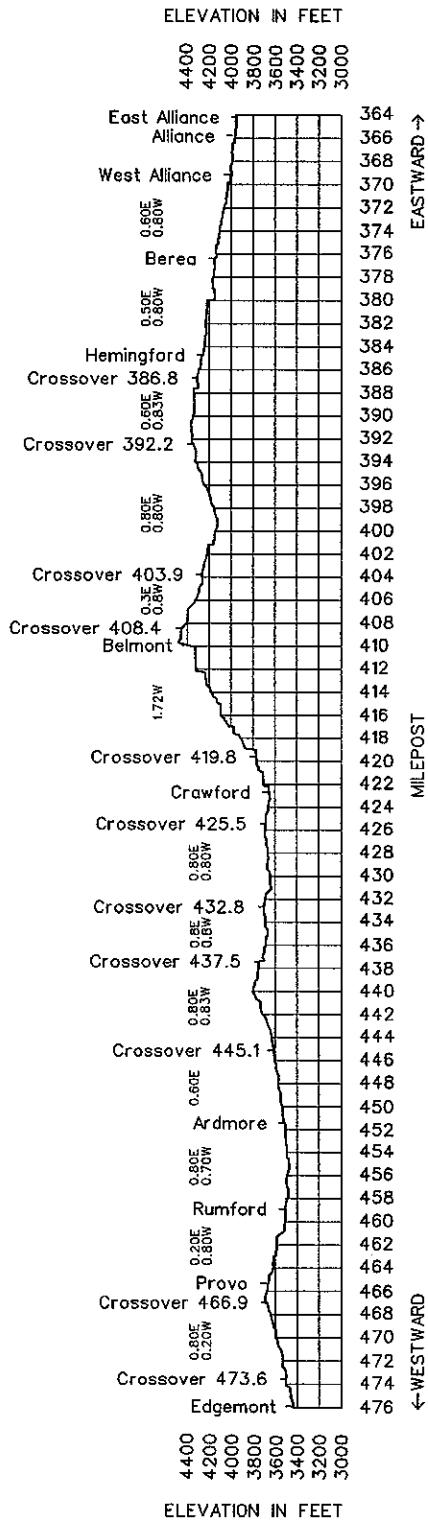
Line Segment Limits

4 East Alliance to Edgemont

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30369 Ginn-1101	1.2 west of Alliance MT1	12	West
Berea Elevator Track-1201	6.3 west of West Alliance MT1	8	Both
30380 Nida-1301	5.7 west of Berea	35	West
30383 Hemingford Mill Trk 1-1401	Hemingford	85	Both
30383 Hemingford Mill Trk 2-1402	Hemingford	80	Both
30383 Hemingford Mill Trk 3-1403	Hemingford	15	East
30383 Hemingford Stock Trk-1404	Hemingford	25	Both
30383 Hemingford Old Ewd Siding-1407	Hemingford	23	East
30383 Hemingford Certified Spur-1405	Hemingford	7	East
30390 Nonpareil Old Pass-1501	6.7 west of Hemingford MT2	75	Both
30390 Nonpareil Back Track-1502	6.7 west of Hemingford MT2	10	Both
30399 Marsland Back Track-1601	15.9 west of Hemingford MT1	17	West
30409 Belmont Back Track-1701	Belmont - Off Siding	27	Both
Crawford Pocket Track-1807	Crawford	19	Both
30422 Crawford #1-1801	Crawford	5	East
30422 Crawford #2-1802	Crawford	30	Both
30422 Crawford #3-1803	Crawford	28	East
30422 Crawford #4-1804	Crawford	30	East
30422 Crawford #5-1805	Crawford	10	East
Crawford Team Track-1810	Crawford Off of House Track	4	East
Crawford House Track-1808	Crawford Off of MT2	21	East
Crawford P&G Track-1806	Crawford Off Crawford #5 Track	8	West
Horn Stub Track-1811	2.6 west of Crawford MT 1	15	East
Horn Stub Track-1812	2.6 west of Crawford MT2	15	East
30436 Joder Back Track-1902	0.5 east of Crossovers MP 437.5 MT2	12	Both
30436 Joder Back Track-1901	1.4 east of Crossovers MP 437.5 MT1	12	West
30449 Ardmore Back Track-2001	Ardmore MT1	17	East
30457 Rumford-2101	Rumford - Off Siding	8	Both
30466 Provo Back Track-2201	Provo MT1	15	East
30467 Area Wye 1-2301	1.2 west of Provo MT2	30	Both
30467 Area Wye 2-2302	1.2 west of Provo MT2	30	Both

10. Grade Chart



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.
	30588	0.0	CAMPBELL	J			0.5
		0.5	EAST FORTIN	X			1.6
7,650		2.1	WEST FORTIN				0.9
	33003	3.0	CLOVIS POINT JCT (To Clovis Point 1.6)		CTC	188	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 4.6) (To Buckskin 6.0)				9.5

Radio Channel 85 in service on this Subdivision.

Radio Call-In
Donkey Creek - 33(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Telephone Number—(817) 234-6185

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 9.5	Freight 35 MPH.
------------------------	--------------------

1(B). Speed—Permanent Restrictions

MP 3.0 to Clovis Point Loop Track Switch	20 MPH.
MP 6.0 to Ft. Union Loop Track Switch	20 MPH.
MP 7.9 to Dry Fork Loop Track Switch	20 MPH.
MP 9.5 to Rawhide Loop Track Switch	20 MPH.
MP 9.5 to Eagle Butte Loop Track Switch	20 MPH.
MP 9.5 to Buckskin	20 MPH.

1(C). Speed—Switches and Turnouts

Through turnout at Campbell Subdivision switch	25 MPH.
Through all turnouts equipped with dual control switches and on sidings unless otherwise specified	25 MPH.

1(D). Speed—Other

West leg Campbell wye	10 MPH.
East leg Campbell wye	25 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Campbell to Eagle Butte Jct. 143 tons, Restriction A

3. Type of Operation

CTC—in effect:
Campbell to Eagle Butte Jct.

4. General Code of Operating Rules and Safety Rules Items

Rule 1.10—On the Campbell Subdivision, crews on trains being delayed on mine property may read magazines, newspapers, or other literature not related to their duties while their train is stopped.

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

Safety Rule S-13.5—Getting On and Off Moving Equipment is modified as follows:

When the following conditions exist, it is permissible to get on and off moving equipment only when necessary to perform required duties.

- Employees are allowed to get on and off moving equipment only from the lead locomotive.
- Employees are allowed to get on and off moving equipment only during the coal loading process.
- 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 GCOR Rule 1.48 remains in effect as found in the System Special Instructions.

5. Trackside Warning Detectors (TWD)

- Protecting Bridges, Tunnels or Other Structures: None
- Other TWD locations
MP 4.7—DED/Exception Reporting
MP 9.4—DED/Exception Reporting

6. FRA Excepted Track—None

7. Special Conditions

All Coal Mines—Trains will notify Gillette operator before leaving loop tracks. Gillette operator will relay instructions from train dispatcher.

While loading at coal mines, report any incident that delays loading to the train dispatcher and Gillette operator (example: coal spills, overloading, etc.).

All employees of BNSF Rwy. and UPRR will be governed by Powder River Division Special Instructions on Mine Properties. Employees must have this insert to the timetable in their possession while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

8. Line Segments

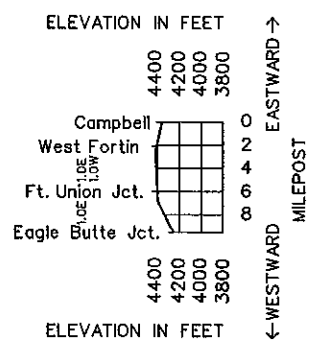
Road Line Segments

Line Segment	Limits	Mileposts
166	Rawhide Spur	9.5 to 12.9
167	Eagle Butte Spur	9.5 to 14.1
168	Buckskin Spur	9.4 to 17.3
171	Ft. Union Spur	6.0 to 8.5
188	Dry Fork Spur	7.9 to 0.7
196	Clovis Point Spur	3.0 to 6.2
188	Campbell to Eagle Butte Jct.	0.0 to 9.5

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
33303 Clovis Point-3002	1.6 west of Clovis Point Jct	140	Loop
Clovis Point Stub Track-3003	At Clovis Point Jct Switch	2	East
33306 Ft Union-2502	1.4 west of Ft Union Jct	140	Loop
33307 Dry Fork-2002	0.7 west of Dry Fork Switch	140	Loop
33309 Eagle Butte-501	4.5 west of Eagle Butte Jct	140	Loop
Helper Spur-504	1.3 west of Eagle Butte Jct	5	Both
33308 Buckskin-1502	6.6 west of Eagle Butte Jct	140	Loop
Buckskin Siding-1503	3.3 west of Eagle Butte Jct	120	Both
33312 Rawhide-1101	1.7 west of Eagle Butte Jct	140	Loop

10. Grade Chart



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.
		90.4	EAST GUERNSEY	R			3.3
	32129	95.0	GUERNSEY	BRT			4.0
	32129	95.6	WEST GUERNSEY	R			0.4
		96.0	MP 96.0		CTC		1.7
		97.7	EAST STOKES		2MT CTC		3.1
		100.8	WEST STOKES		CTC		2.5
4,667	32137	103.3	WENDOVER	JT	CTC	5	4.5
		107.8	EAST CASSA		2MT CTC		3.2
	32145	111.0	CASSA		CTC		0.7
		111.7	WEST CASSA		2MT CTC		6.8
	32153	118.5	EAST ELKHORN		CTC		4.3
		122.8	WEST ELKHORN		CTC		6.5
7,083	32162	129.2	BONA		CTC		4.0
		133.2	BRIDGER JCT	J			45.0

Radio Channel 66 in service.

Radio Channel 85 in service at Guernsey.

Radio Call-In		
Torrington - 82(X)	Wendover - 19(X)	Bona - 68(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

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

1. Speed Regulations

1(A). Speed—Maximum

MP 95.6 to MP 133.2, including trains 100 TOB and over **Freight**
50 MPH.

1(B). Speed—Permanent Restrictions

MP 95.6 to MP 101.7 25 MPH.
MP 96.0 to MP 95.6—EWD only (HER) 10 MPH.
MP 101.7 to MP 115.0 35 MPH.
MP 107.8 to MP 111.7 MT 2 25 MPH.
MP 125.2 to MP 127.5 35 MPH.

1(C). Speed—Switches and Turnouts

Through all turnouts equipped with dual control switches and on sidings unless otherwise specified 25 MPH.

1(D). Speed—Other

Bridge 95.65, cars heavier than 143 tons 10 MPH.
Guernsey—MT 1 and MT 2 through fuel platform area until entire movement clears the area 10 MPH.
Wendover—East Leg of Wye 10 MPH.
On other than Main Track, outside Mechanical Limits, except over switches and turnouts, lite engines between MP 90.4 and MP 94.0, excluding South Lead, in Guernsey ... 20 MPH.
Empty WWD unit trains between MP 90.4 and MP 91.2, on East Yard Lead, Guernsey Yard 20 MPH.

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit, do not exceed the following speeds:

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

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

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Guernsey to Wendover 143 tons, Restriction B
Wendover to Bridger Jct. 143 tons, Restriction A

3. Type of Operation

Guernsey-Wendover—Track warrants will be received at Guernsey, over the signature of the train dispatcher at Ft. Worth for movement at Wendover on the Front Range Subdivision.

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

CTC—in effect:

West Guernsey to Bridger Jct.

Restricted Limits—in effect:

MP 90.4 to MP 95.6

Two Main Tracks

MP 93.9—MP 95.4
MP 97.7—MP 100.8
MP 107.8—MP 111.7
MP 118.5—122.8

4. General Code of Operating Rule Items

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

Rule 8.3—At Guernsey—Normal position of Main Track switches DOES NOT APPLY at Main Track switch located at: MP 95.45—Track 201

MP 95.4—MT 1 and MT 2 West End
MP 94.1—West Crossover MT 1 to track 201
MP 93.7—East Crossover MT 1 to the Lead
MP 93.6—MT 1 and MT 2 East End
MP 91.8—Crossover from the MT to 281 track
MP 91.2—Crossover from the MT to the east yard Lead

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

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD locations
MP 110.7—Recall Code 198
MP 116.6—DED/Exception Reporting
MP 120.6—DED/Exception Reporting
MP 124.7—DED/Exception Reporting
MP 131.0—Recall Code 687

6. FRA Excepted Track—None

7. Special Conditions

Guernsey—Road crews are required to communicate with Guernsey Yardmaster for instructions when entering, departing, or moving within Guernsey Yard, using channel 85. Yard switch crews will operate on channels 49 and 59 as designated by Guernsey Yardmaster. Channel 16 is in effect at the Guernsey Diesel Facility. All movements entering, departing, or within the diesel Facility must communicate with Diesel Shop Foreman using Channel 16. Diesel Mechanical

employees will communicate on Channel 85. Yard Carmen will communicate on Channel 74.

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

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

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.

Test Mile—MP 120.0—MP 121.0

8. Line Segments

Yard Line Segments

Line Segment Limits

893 Guernsey

Ballast Pit

Line Segment Limits

899 Guernsey

Road Line Segments

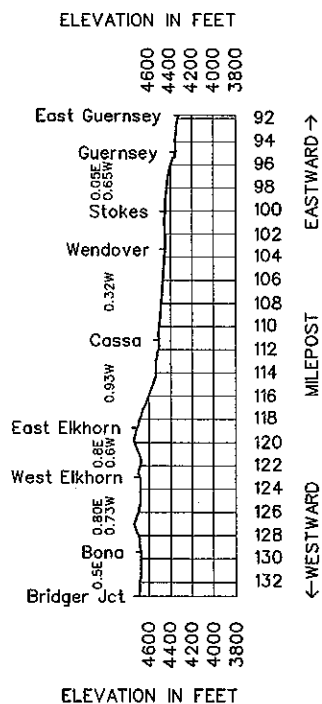
Line Segment Limits

5 Guernsey to Bridger Jct.

9. Locations Not Shown as Stations

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

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Dalhart Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	40790	347.2	SIXELA				1.3
	40788	452.9	TEXLINE	B			11.3
	40777	441.6	PERICO		ABS TWC		7.1
8,172	40770	434.5	GUY				16.9
7,900	40753	417.6	DALHART	MT	TWC	485	0.1
		417.5	UP RRX	JM	CTC		13.8
7,305	40736	403.7	HARTLEY		TWC		15.6
7,595	40723	388.1	CHANNING				16.4
7,486	40708	371.7	TASCOSA		ABS TWC		12.5
7,100	40691	359.2	BODEN				11.9
8,712	40682	347.3	GENTRY				11.6
	40671	335.7	AMARILLO	JBMTYR	2MT CTC		118.5

MP 338.2 to MP 335.7 is under the jurisdiction of the Kansas Division

Radio Channel 70 in service.

Radio Call-In		
Amarillo - 35(X)	Tascosa - 36(X)	Channing - 37(X)
Dalhart - 38(X)	Texline - 39(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Dispatcher Telephone Number

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

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

Through turnouts and sidings, North Dalhart, Hartley, Boden, and Gentry,	20 MPH.
South Siding Switch Dalhart	10 MPH.

1(D). Speed—Other

All sidings not listed in 1(C)	10 MPH.
Bridge 381.3, cars heavier than 143 tons	25 MPH.

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit do not exceed the following speeds:
 Trains 100 TOB and over 40 MPH.
 Trains up to 100 TOB 45 MPH.

Freight

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

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Texline to Amarillo 143 tons, Restriction A

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

3. Type of Operation

TWC—in effect:

MP 454.2 to MP 340.1

ABS—in effect:

MP 454.2 to MP 419.2

MP 415.5 to MP 338.0

CTC—in effect:

MP 417.6 to MP 417.5

MP 335.7

Yard Limits—in effect:

MP 340.1 to MP 338.0

Restricted Limits—in effect:

MP 338.0 to MP 335.7—Before entering or moving within these limits, communicate with the yardmaster for instructions.

Interlocking—MP 417.5

At MP 417.5—All movements through UP interlocking must be with the authority of the UP Control Operator or by signal indication only.

4. General Code of Operating Rules Items

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

Rule 8.3—The following switches at Amarillo may be left lined and locked in the position last used: North and South Pass (both ends), crossover between MT 1 and MT 2 (MP 330.6), east switch MT 1 (MP 329.4), crossover MT 1 to North Pass (MP 331.1) and east switch Hughes Street.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures:

MP 393.0 (SWD only)—Recall Code 378

MP 365.1 (NWD only)—Recall Code 368

B. Other TWD locations

MP 438.8—Recall Code 398

MP 422.0—Recall Code 388

MP 406.0—Recall Code 377

MP 393.0 (NWD only)—Recall Code 378

MP 365.1 (SWD only)—Recall Code 368

6. FRA Excepted Track—

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

7. Special Conditions

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

Automatic Switches, Location by Station—Includes both switches unless specified: Texline, Guy, Dalhart (North end only), Hartley, Channing, Tascosa, Boden, and Gentry.

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

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

Remote Operation of North Dual Control Switch

Amarillo—MP 338.0

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

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

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

Critical Areas—See System Special Instructions, Item 33, Flash Flood Warnings:
MP 452.0 to MP 450.0
MP 403.0 to MP 402.0
MP 386.0 to MP 383.0
MP 369.0 to MP 368.0
MP 365.5 to MP 364.0

8. Line Segments

Yard Line Segments

Line Segment Limits

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

Road Line Segments

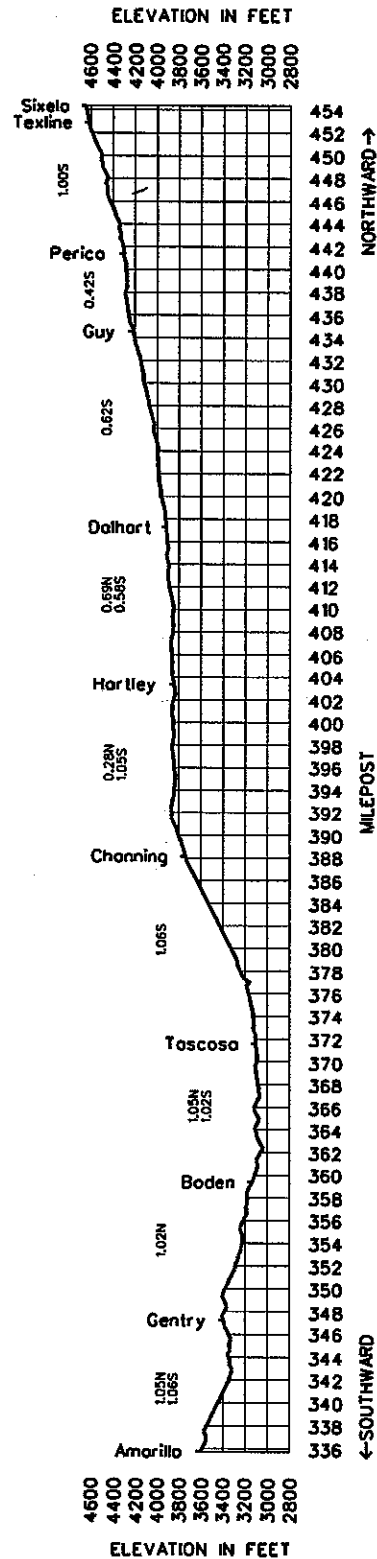
Line Segment Limits

485 Texline to Amarillo

9. Locations Not Shown as Stations

Name	Milepost Location	Capacity Cars	Switch Opens
40767 Ware	437.5	15	South

10. Grade Chart



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 Str.
8,235	32137	240.8	WENDOVER	JTR			9.8
4,660	41367	230.6	DWYER				10.5
	41357	220.5	MOBA JCT.	J			6.0
5,832	41351	214.3	WHEATLAND	B			11.9
3,942	41339	202.6	BORDEAUX				13.9
8,182	41325	188.7	CHUGWATER				18.6
4,011	41307	170.0	LAMBERT				13.1
4,634	41294	157.0	ALTUS				4.6
3,921	41289	152.4	HORSE CREEK				13.3
8,562	41276	138.8	FEDERAL				19.7
	41256	119.4	CHEYENNE	BTR			6.4
3,942	41249	113.0	SPEER		TWC		13.3
4,988	41236	99.6	NORFOLK				3.0
	41233	96.7	PLATTE RIVER JCT.	J			5.0
7,216	41228	91.7	OWL CANYON			476	15.1
7,295	41213	76.5	NORTH YARD				1.9
		74.6	UPRR CROSSING	U			0.2
	41211	74.4	FT. COLLINS	JT			13.7
4,079	41197	60.7	LOVELAND				11.4
1,920	41186	49.2	HIGHLAND				5.7
4,449	41180	43.6	LONGMONT To Barnett 9.0	RBJT			13.0
3,948	41168	27.3	BOULDER				13.3
8,976	41151	14.0	BROOMFIELD To Lafayette 7.7	J			9.5
	41141	4.5	CLEAR CREEK	R			1.1
	41140	3.4	UTAH JCT.	MJR			2.4
	84301	1.0	PROSPECT JCT. To Fox, To 20th St., To Rennick	JXR	CTC		0.2
		0.8	23RD STREET	MJ	Rule 6.28		0.8
	41137	0.0	DENVER UD	BJ			237.5

Radio Channel 70 in service Wendover to Clear Creek.

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

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

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

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

Radio Channel 78 in service Yard Information Channel.

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

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

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

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

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

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

Train Dispatcher Telephone Number

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

Brush dispatcher—(817) 234-6052, Fax (817) 234-6073

UPRR Moffat Subdivision dispatcher—(402) 636-1889

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

MP 238.0 to MP 227.0	30 MPH.
MP 220.5 to MP 219.0	25 MPH.
MP 217.5 to MP 213.5	40 MPH.
MP 211.3 to MP 206.8	30 MPH.
MP 165.3 to MP 146.8	30 MPH.
MP 146.8 to MP 143.2	40 MPH.
MP 132.0 to MP 130.4	40 MPH.
MP 110.6 to MP 110.1	30 MPH.
MP 105.7 to MP 99.6	40 MPH.
MP 78.5 to MP 74.7	20 MPH.
Southward trains from MP 74.7 until lead locomotive has passed Prospect Street MP 72.8	15 MPH.
Northward trains from Prospect Street MP 72.8 until entire train has passed North College Avenue MP 74.7	15 MPH.
MP 72.8 to MP 68.8	40 MPH.
MP 62.0 to MP 58.3	25 MPH.
MP 54.7 to MP 54.0	40 MPH.
MP 49.8 to MP 45.8	40 MPH.
MP 32.1 to MP 27.0 (HER)	20 MPH.
MP 27.0 to MP 13.7	30 MPH.
MP 6.5 to MP 5.5	25 MPH.
MP 5.5 to MP 4.5	10 MPH.
Broomfield to Lafayette	10 MPH.
Longmont to Barnett	10 MPH.

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

1(D). Speed—Other

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

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit do not exceed the following speeds:

Trains 100 TOB and over

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

Trains 100 TOB and over

Trains up to 100 TOB

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

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

Wendover to Denver UD 143 tons, Restriction A
 Burns Jct. to Lafayette 134 tons, Restriction G
 Longmont to Barnett 134 tons, Restriction G

Six-axle locomotives and six-axle derricks in excess of 175 tons not permitted on following tracks:

Between Broomfield and Lafayette and between Longmont and Barnett.

Bridge derricks 975501 and 975505 must not be operated between Broomfield and Lafayette and between Longmont and Barnett.

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

Wendover to Utah Jct.

CTC—in effect:

At Prospect Jct. to include 20th Street on Pikes Peak Subdivision (Balloon Track) and Prospect Jct. to Fox Jct. (UPRR). Controlled by BNSF Brush dispatcher.

Restricted Limits—in effect:

Wendover—MP 240.7 to MP 238.0

Cheyenne—MP 122.6 to MP 117.6

Longmont—MP 45.8 to MP 41.3

MP 4.5 to Fox Jct.

Cheyenne—Northward trains at Cheyenne must obtain an additional track warrant from the Canyon Subdivision Dispatcher for movement on the Canyon Subdivision.

Denver—Prospect Jct. to 20th Street on Brush and Pikes Peak subdivisions, all train and engine movements under the jurisdiction of the Brush dispatcher.

All movements between Denver UD and Prospect Jct. will be under the direction of the yardmaster at 31st Street. CTC rules in effect at Prospect Jct. Movement through Prospect Jct. will be under the control of the Brush dispatcher.

All movements from Jersey cutoff to 38th Street are under control of Rennick yardmaster.

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

Before proceeding south from Prospect Jct. on BNSF trackage, permission will be required from 31st Street yardmaster for both UP and BNSF crews.

Fox Jct. to MP 4.5—Train and engine movement on North Main Track between Fox Jct. and MP 4.5 under jurisdiction of yardmaster at Rennick.

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

Utah Jct. Via Rennick—Trains and MW must communicate with yardmaster at Rennick prior to entering restricted limits. Trains or engines moving west off either packer track at Rennick Yard must have authority from UPRR dispatcher (Channel 92, Call-In * 86) to make the move through Utah Jct., including any reverse movements. You must continuously occupy the limits of the manual interlocking prior to making your reverse move. If for any reason, you leave the limits of the interlocking, you must again obtain authority from the UPRR dispatcher.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required between Utah Jct. and Wendover, the distance will be 2.0 miles.

Rule 6.28—in effect:

Between Denver UD and Prospect Jct. (Buck Lead)

Between Broomfield and Lafayette

Between Longmont and Barnett

Rule 8.3, Rennick—Normal position of main track switch does not apply. Main track switch may be left lined as last used; however, it must be locked at the main track switch located at MP 3.0. This switch may be left lined as last used; however, it must be locked. Trains must approach this switch expecting to find it lined against movement.

Longmont—Normal position of main track switches does not apply at the south siding switch located at MP 42.6 and the north siding switch located at MP 43.5. These switches may be left lined as last used. Trains must approach these switches expecting to find them lined against movement.

Cheyenne—Normal position of main track switches does not apply at the main track switches located at MP 119.2, MP 119.3 and MP 120.3. These switches may be left lined as last used. Trains must approach these switches expecting to find them lined against movement.

Wendover—Normal position of main track switches does not apply. Main track switch may be left lined as last used.

Rule 8.12, Rennick—Crossover at MP 2.0 may be left lined as last used; however, both switches of a crossover must be left lined for normal movement or movement through the crossover. Trains must approach crossovers expecting to find them lined against movement.

Wendover—Crossover switches may be left lined as last used; however, both switches of a crossover must be left lined and locked for normal movement or movement through the crossover. Trains must approach crossovers expecting to find them lined against movement.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 238.8—DED/Exception Reporting

MP 233.4—DED/Exception Reporting

MP 230.0—DED/Exception Reporting

MP 225.8—Recall Code 388

MP 183.5—Recall Code 368

MP 162.5—Recall Code 398

MP 144.5—Recall Code 358

MP 107.3—Recall Code 347

MP 87.8—Recall Code 438

MP 67.8—Recall Code 438

MP 38.3—Recall Code 318

6. FRA Excepted Track

Lyons Branch, Lafayette Branch and East Yard at Longmont.

7. Special Conditions

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

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

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

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

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

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

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

Slater—Slater switch out of service and spiked.

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

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

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

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

When leaving locomotive power detached from railcars at Cheyenne Yard, the locomotive power must be secured on the LP Lead, TOFC Track, or CAM3 and must be protected by the derailed at these locations.

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

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

Rawhide Power Plant—The following speed restrictions apply:

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

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

Gate and switches should be lined for movement to Dumper.

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

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

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

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

Loveland—BNSF six axle locomotives are not permitted to use the GWR Lead or the GWR Yard at Loveland. All GWR traffic will be set out on the siding at Loveland between East

7th St. on the south and East 10th St. on the north using the requirements of GCOR Rule 6.32.

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

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

Train indicator and vehicular traffic lights have been installed on GREAT WESTERN SPUR at Lincoln Street Crossing, MP 61.2 and Cleveland Street Crossing, MP 61.1.

If train indicator signals do not display a PROCEED indication when train movement is within 100 feet of said crossing, movement will proceed per Rule 6.32.2.

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

Longmont—Along the west leg of the wye, fencing will not clear man on side of car.

Road power (six-axle) is restricted to west leg of wye, GW 1, GW 2, GW Lead, LON 4, and East Main in the east yard. Road power left at Longmont must be left on one of these tracks or on the Old Pass in front of the depot.

When departing from Longmont, the "Unload From Other Side" placard must be on the side opposite the Longmont depot.

Lyons Branch—Switch point derail located at MP 45.8 at Cemex Plant.

Valmont—Road power is not to be used on or over the dumper pit.

Bridge MP 25.7 on the UP Storage Track is not equipped with a walkway and has close clearance. Do not store cars on this bridge.

Crossing signals North 61st Butte Mill Road and Valmont Drive on Western Mobile Lead UP Spur are ineffective. Be governed by Rule 6.32.2.

UP switch at 63rd Ave. crossing must be left lined and locked for movement from UP to Valmont Power Plant.

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

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

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

Homestead—In the absence of specific instructions, cars are to be spotted at Door 3.

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

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

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

Denver—Close clearance at Diesel Facility Fueling Track and on all tracks within the Rocla Concrete Tie Plant (Tracks 1208 and 1209); condition due to customer stacking ties along tracks. At Houg Enterprises, it is not permissible to ride on either side of any car because there is no clearance alongside the dock.

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

Rocla Concrete Products has leased industrial lead from their plant to the south end of Owens Corning and will be moving cars within their plant and on the lead with a track mobile. A split rail derail has been installed at the north end of Rocla's leased area when Rocla personnel are working on or in the vicinity of the track, and to prevent Rocla from accessing trackage not leased. A private lock on the derail will provide protection for Rocla employees. When private lock is removed and a BNSF switch lock is on derail, the track is not protected. Within the Rocla plant, a new track has been constructed east of two tracks currently in service to be designated as Rocla 1 (Zone Track Spot 122501), the middle track is designated Rocla 2 (Zone Track Spot 122601) and the west track will be designated Rocla 3 (Zone Track Spot 122701).

When crossing over Main Track at Utah Junction, permission must be obtained from the UPRR dispatcher # 86 on Channel 92, * 86, before any crossover movement is made, or any switches lined, from either the North Main Track to the UPRR Main Track or from the UPRR Main Track to the North Main Track.

Denver Switching Restrictions

Loaded auto racks, passenger cars, engines, poison gas, high-value loads, etc., must not be unnecessarily switched or couplings made so as to damage the equipment or load. It is further understood that this type of equipment will not be cut off in motion or struck by any car moving under its own momentum. Refer to General Code of Operating Rule 7.3 for additional precautions.

Yardmasters will include in daily job briefings at the beginning of each shift and when conditions change during the shift with

each crew, the location(s) if any, where this type of equipment is located in the yard. Switch crews are also required to inquire as to the location of these listed cars if the yardmaster does not provide this information.

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

When switching on the Salt Mine Switching Lead, any switch cut will be limited to 25 cars or 3000 tons or 1,800 feet. Limits may be exceeded for shove movements only. Any switch cut longer than 25 cars or 1,800 feet must use the corridor. There will be a limit of two locomotives on any switch cut. All inbound trains that are required to be doubled over must use the corridor, rather than the wye bridge route. Any bad order cars to be set out of outbound trains can be done only if the train does not pull around the wye bridge.

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

Yard Track Protection:

Yard track protection must be provided when crews are coupling tracks, when tracks are occupied with non-crewed locomotives or when trains are arriving or departing from the Denver complex. Switches must be lined away from the track to be protected. Switches must be protected by one of the following methods:

1. Employee assigned to protect the switch.
2. Switch protected by magnetic "Track Occupied" flag or Blue Flag protection (GCOR 5.13 – Mechanical P&M Safety Rules S-24.2 and M-1.0) will be utilized by Mechanical Department employees when work requires.

Remote Control Operations—Signs located at MP 539.0 (Brush Subdivision), MP 4.5 (Front Range Subdivision) and MP 7.0 (Pikes Peak Subdivision), designate the Remote Control Area at Denver Terminal.

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

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as "critical areas" and are limited to restricted speed:

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

8.

Line Segments

Yard Line Segments

Line Segment Yard

496 Jersey Cut Off
903 Prospect Jct.

Road Line Segments

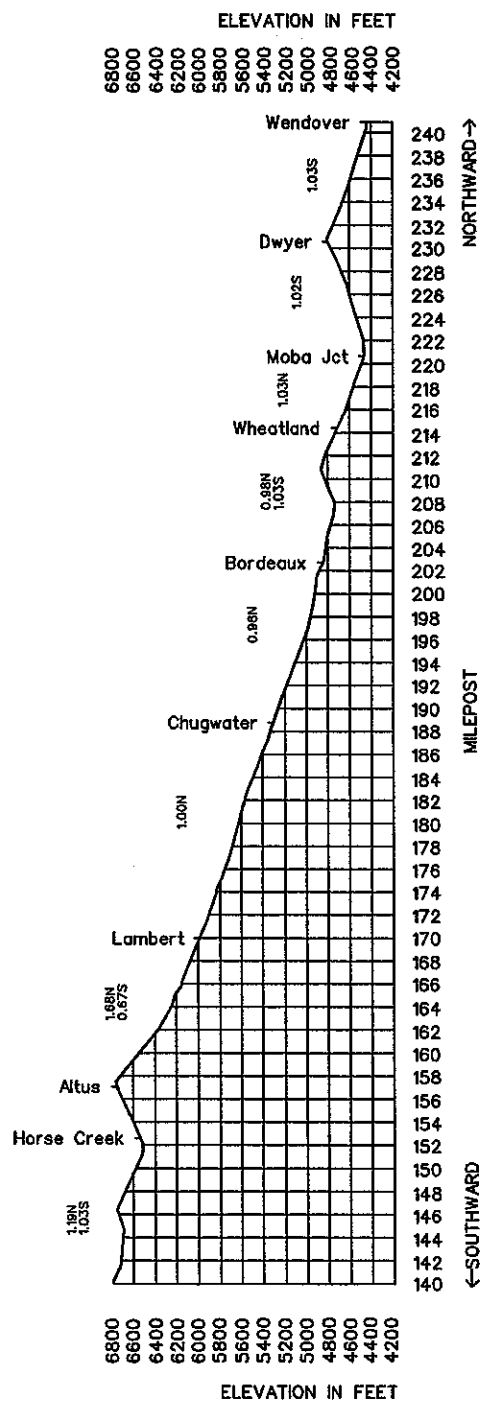
Line Segment Limits

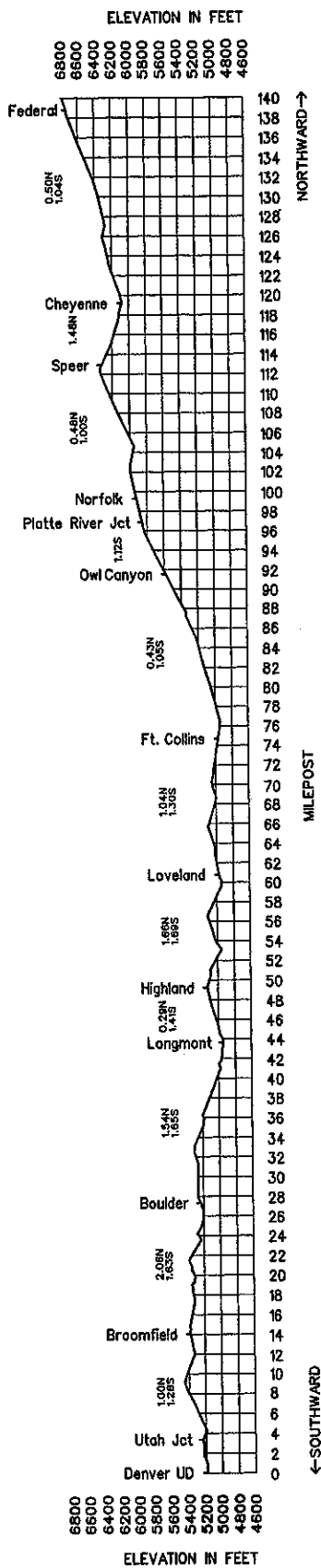
179 Burns Jct.—Lafayette
179 Longmont—Barnett
476 Wendover to Denver UD

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Front Range Subdivision			
41143 Westminster	2.8 north of Utah Jct.	12	Both
41147 Homestead House	7.1 north of Utah Jct.	8	North
To Lafayette			
84315 Burns Jct.	1.3 north of Broomfield		South
Front Range Subdivision			
41161 Valmont	11.5 north of Broomfield	90	Both
To Barnett			
84344 Western Spur	6.5 north of Longmont	40	Both
84347 Medberry	7.7 north of Longmont		South
Front Range Subdivision			
41191 Berthoud	5.0 north of Highland	30	South
41192 Champion Home Builders	6.5 north of Highland	6	South
41207 McClellands	9.2 north of Loveland	5	North
41222 Wellington	11.3 north of Ft. Collins	10	South
41224 Dixon	13.1 north of Ft. Collins	58	South
41257 Warren Missile Base	2.4 north of Cheyenne	60	South
41268 Silver Crown	12.0 north of Cheyenne	30	South
41299 Farthing	5.7 north of Altus	40	North
89753 Murke Spur	0.5 north of Horse Creek	99	South
41334 Slater	9.0 north of Chugwater	22	South
41357 Moba Jct.			North
	Track No. 1	104	Both
	Track No. 2	15	North
	Track No. 3	17	North
	Track No. 4	34	South
	Track No. 5	24	South
	Track No. 6	18	Both
	Track No. 7	20	Both
	Track No. 8	8	North
	Track No. 9	120	South

10. Grade Charts





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.
	84301	1.0	PROSPECT JCT.	JR	CTC	476	3.8
Between Prospect Jct. and C&S Jct., BNSF trains and engines operate over UP tracks and are governed by UP timetable.							
		4.9	C&S JCT.	J	CTC		6.9
	89311	11.8	TERRILL JCT.	J	TWC	482	4.8
	89316	14.4	GOLDEN	B			15.5

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

Radio Channel No. 66 in service Prospect Jct.

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

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

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

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

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

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

Radio Call-In
Denver - 62(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Phone Number

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

1. Speed Regulations

1(A). Speed—Maximum

MP 4.9 to MP 14.4 Freight
20 MPH.

1(B). Speed—Permanent Restrictions

Terrill Jct. to Coors East Yard 10 MPH.

1(C). Speed—Switches and Turnouts

C&S Jct., Turnout 20 MPH.

1(D). Speed—Other

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Prospect to Golden 143 tons, Restriction D

3. Type of Operation

CTC—in effect:

At Prospect Jct.

TWC—in effect:

MP 4.9 to MP 13.8

When delivering cars from 31st Street Yard to UP North Yard or departing 31st Street Yard with Golden Beer runs or BNSF westbound trains, the Yardmaster at 31st Street will contact the UPRR Train Dispatcher as to the movements to be made. Train, yard and other locomotive movements between Prospect Jct. and UP North Yard will be governed by CTC signal indications. At North Yard, BNSF crews will be governed by instructions from UP yardmaster on Channel No. 92.

When routed through UP North Yard tracks, be governed by UP yardmaster's instructions on yard tracks and CTC rules where applicable.

4. General Code of Operating Rules Items

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

Rule 6.28—in effect:

MP 13.8 to End of Track MP 15.8

Terrill Jct. to Coors East Yard

C&S Jct.—Signal (02) at MP 5.68 for eastward movement conveys main track distant signal information for the C&S Jct. When the signal aspect is RED, crews must contact the UP dispatcher for instructions. If the aspect still displays RED after receiving a proceed indication at C&S Jct., the train can proceed past the RED aspect at MP 5.68.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—See GCOR Rule 6.12—None

7. Special Conditions

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

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

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

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

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

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

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

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

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

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

Coors Pull Orders

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

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

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

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

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

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

8. Line Segments

Road Line Segments

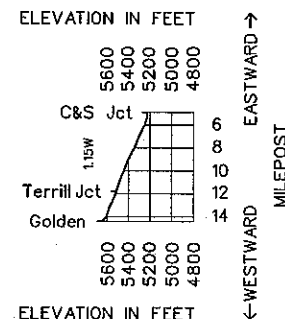
Line Segments Limits

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

9. Locations Not Shown as Stations

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

10. Grade Chart



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

Length of Siding (Feet)	Station Nos.	Mile Post	Hereford Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		550.5	EASTERN	TX	2MT CTC	7100	1.7
		552.2	EAST TOWER	JM			0.5
		552.7	WEST TOWER	MX(2)			1.3
	53200	554.0	AMARILLO	BCPT			3.5

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

Dispatcher Telephone Numbers

Chief Dispatcher—(817) 234-2333, Fax (817) 234-2433

Train Dispatcher (DS 28)—(817) 234-2328, Fax (817) 234-2428

1. Speed Regulations

1(A). Speed—Maximum

MP 550.5 to MP 554.0, including trains 100 TOB and over 55 MPH.

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

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

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

Exceptions

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

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

Trains consisting entirely of loaded double-stack equipment:

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

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

1(B). Speed—Permanent Restrictions

MP 551.9 to MP 554.4 20 MPH.

1(C). Speed—Switches and Turnouts

MP 550.5, Eastern, crossover Main 1 to Main 2 30 MPH.
MP 550.5, Eastern, crossover Main 2 to Main 1, Westbound movement only 20 MPH until lead locomotive passes turnout at MP 550.6, then increase speed to 30 MPH.
MP 550.6, Eastern, turnout to east leg of wye 20 MPH.
MP 552.2, connecting Main Track turnouts, both ends 20 MPH.
MP 552.4, BNSF RRXs, turnouts to main tracks and freight leads 20 MPH.
MP 552.7, all switches 20 MPH.

1(D). Speed—Other

Amarillo—east and west freight lead 20 MPH.

Temperature Restriction—When the ambient (air) temperature is in one of the following ranges, the applicable restriction will apply to Main Track operations outside of Restricted Limits:

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

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Eastern to MP 554.0 143 tons, Restriction A

3. Type of Operation

CTC—in effect:

MP 550.5 to MP 554.0

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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

8. Line Segments

Yard Line Segments

Line Segments Limits

7154 Amarillo Yard

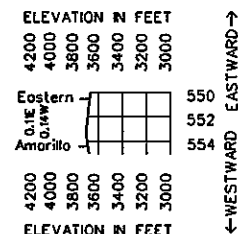
Road Line Segments

Line Segment Limits

7100 MP 550.5 to MP 554.0

9. Locations Not Shown as Stations—None

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Orin Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Str.
		127.3	BRIDGER JCT	J	CTC		1.1
		126.2	ORIN JCT	J			2.6
		123.6	FISHER JCT	J			0.4
		123.1	EAST FISHER		2MT CTC		5.5
		117.1	SHAWNEE JCT	JX(2)			7.1
		110.6	CROSSOVER 110.6	X(2)			7.0
		103.6	CROSSOVER 103.6	X(2)	3MT CTC		7.9
33182		95.7	CROSSOVER 95.7	X(2)			5.2
		90.5	CROSSOVER 90.5	X(2)			5.0
		85.5	EAST BILL	JX(2)	3MT CTC		4.7
		80.8	WEST BILL	JX(2)			8.3
		72.5	CROSSOVER 72.5	X(2)			7.1
33160		65.4	CONVERSE JCT (To Antelope 2.2)	X(2)		186	2.9
33158		62.5	EAST NACCO	X(2)T			0.3
33158		62.2	NACCO WYE JCT (To Rochelle 4.7) (To North Antelope 4.7)				0.3
33158		61.9	WEST NACCO				3.8
3158		58.1	CROSSOVER 58.1	X(2)			5.6
33142		52.5	CROSSOVER 52.5	X(2)			3.0
		49.5	MP 49.5	J			2.2
33142		47.3	CROSSOVER 47.3	X(2)			3.7
		43.6	CROSSOVER 43.6	JX			0.6
33142		43.0	MP 43.0	J			0.9
33142		42.1	CROSSOVER 42.1	JX			0.7
8,000		41.4	HARMON		2MT CTC		7.3
		34.1	CROSSOVER 34.1	X(2)			7.6
33125		26.5	EAST COAL CREEK	X			0.3
33125		26.2	COAL CREEK JCT (To Coal Creek 2.1)				0.3
33125		25.9	WEST COAL CREEK	X			1.4
		24.5	SUNEDCO JCT				0.7
		23.8	EAST CORDERO JCT (To Cordero 2.2)	X			2.7
		21.1	WEST CORDERO JCT	X			3.3
		17.8	EAST ROJO JCT	X			0.4
33117		17.4	ROJO JCT (To Caballo Rojo 0.7)				0.1
33117		17.3	WEST ROJO JCT	X			0.9
33115		16.4	EAST BELLE AYE JCT (To Belle Aye 1.8)				1.4
33114		15.0	CABALLO JCT (To Caballo 0.4)	X			0.3
		14.7	CROSSOVER 14.7	X			6.5
		8.2	CROSSOVER 8.2	X			7.8
30587		0.4	DONKEY CREEK JCT	JX			126.9

Radio Channel 66 in service MP 127.3 to MP 21.1.

Radio Channel 85 in service MP 21.1 to MP 0.4.

Radio Call-In		
Walker - 62(X)	Bill - 63(X)	Logan - 67(X)
Reno - 65(X)	Coal Creek - 66(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers
 (817) 234-6181 or (817) 234-6180

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

MP 127.3 to MP 15.4, including trains 100 TOB and over	Freight 50 MPH.
MP 15.4 to MP 0.4	35 MPH.

1(B). Speed—Permanent Restrictions

Nacco Jct. to North Antelope and Rochelle Mines	20 MPH.
North Antelope Lead	25 MPH.
On east and west legs of wye at Rojo Jct., Coal Creek Jct., to Reno Sub and Nacco Wye Jct.	25 MPH.
MP 49.5 to North Rochelle Mine	20 MPH.

1(C). Speed—Switches and Turnouts

Through turnout Donkey Creek and both legs of Wye	25 MPH.
Through all turnouts equipped with dual control switches and on sidings unless otherwise specified	25 MPH.

1(D). Speed—Other

Trinity Rail Services at Bill all tracks	10 MPH.
--	---------

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit, do not exceed the following speeds:

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

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

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

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

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

Bridger Jct. to Donkey Creek 143 tons, Restriction A

3. Type of Operation

CTC—in effect:

Bridger Jct. to Donkey Creek Jct.

Two Main Tracks

MP 0.0—MP 58.1
 MP 103.6—MP 123.1

Three Main Tracks

MP 58.1—MP 103.6

4. General Code of Operating Rules Items

Rule 1.10—On the Orin Subdivision, crews on trains being delayed on mine property may read magazines, newspapers, or other literature not related to their duties while their train is stopped.

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

Safety Rule S-13.5—Getting On and Off Moving Equipment is modified as follows:

When the following conditions exist, it is permissible to get on and off moving equipment only when necessary to perform required duties.

- Employees are allowed to get on and off moving equipment only from the lead locomotive.
- Employees are allowed to get on and off moving equipment only during the coal loading process.
- 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 GCOR Rule 1.48 remains in effect as found in the System Special Instructions.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other TWD locations
 - MP 0.5—DED—(North Antelope Rochelle Mine Track in OS at Nacco Wye Jct.)
 - MP 5.6—DED/Exception Reporting
 - MP 10.3—DED/Exception Reporting
 - MP 14.7—DED/Exception Reporting
 - MP 21.9—Recall Code 668
 - MP 25.9—DED/Exception Reporting
 - MP 30.1—DED/Exception Reporting
 - MP 35.9—DED/Exception Reporting
 - MP 40.0—DED/Exception Reporting
 - MP 45.2—Recall Code 658
 - MP 52.5—DED/Exception Reporting
 - MP 59.4—Recall Code 677
 - MP 67.7—DED/Exception Reporting
 - MP 75.3—Recall Code 678
 - MP 83.3—DED/Exception Reporting
 - MP 88.0—DED/Exception Reporting
 - MP 93.0—DED/Exception Reporting
 - MP 98.0—Recall Code 628
 - MP 102.8—DED/Exception Reporting
 - MP 108.3—DED/Exception Reporting
 - MP 113.5—Recall Code 688
 - MP 117.4—DED/Exception Reporting
 - MP 123.6—DED/Exception Reporting

6. FRA Excepted Track—None**7. Special Conditions**

Moveable Point Frog—(Refer to System Special Instructions Item 12):

Shawnee Jct.—MP 117.7	East Nacco—MP 62.5
Crossover MP 110.6	Crossover MP 58.1
West Bill—MP 80.8	Crossover MP 52.5
Crossover MP 72.5	Crossover MP 47.3
Converse Jct.—MP 65.4	Crossover MP 43.6

All Coal Mines—Trains will notify Gillette operator and train dispatcher, as appropriate, before leaving loop tracks. Gillette operator will relay instructions from train dispatcher.

While loading at coal mines, report any incident that delays loading to the train dispatcher and Gillette operator. (Example: coal spills, overloaded cars, etc.)

All employees of BNSF and UPRR will be governed by Powder River Division Special Instructions on Mine Properties. Employees must have this insert to the timetable in their possession while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

Between Shawnee Jct. and Caballo Jct.

Union Pacific trains and engines will be governed by BNSF timetable and General Code of Operating Rules.

UP Bill Yard Instructions—Crews must report on AAR Radio Channel 66 to the UP operator before entering or leaving Bill Yard. Dual control switches in Bill Yard are controlled by the UP operator and Rule 6.28 applies, not to exceed 20 MPH.

North Antelope Rochelle Tracks—At Nacco, mile posts for North Antelope Rochelle Tracks begin at Main 1 Clearance Point at East Nacco. Example, MP 0.0 is at eastbound signal on the east leg of wye at East Nacco.

Helper Instructions—Helper engineers arrange to notify Train Dispatcher of the engine numbers in their consist before departing.

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.

Boeing Aircraft Parts Cars—Loaded Boeing aircraft parts cars must be blocked on the head end of train within five (5) cars of the locomotive consist at all times to prevent damage to car or lading.

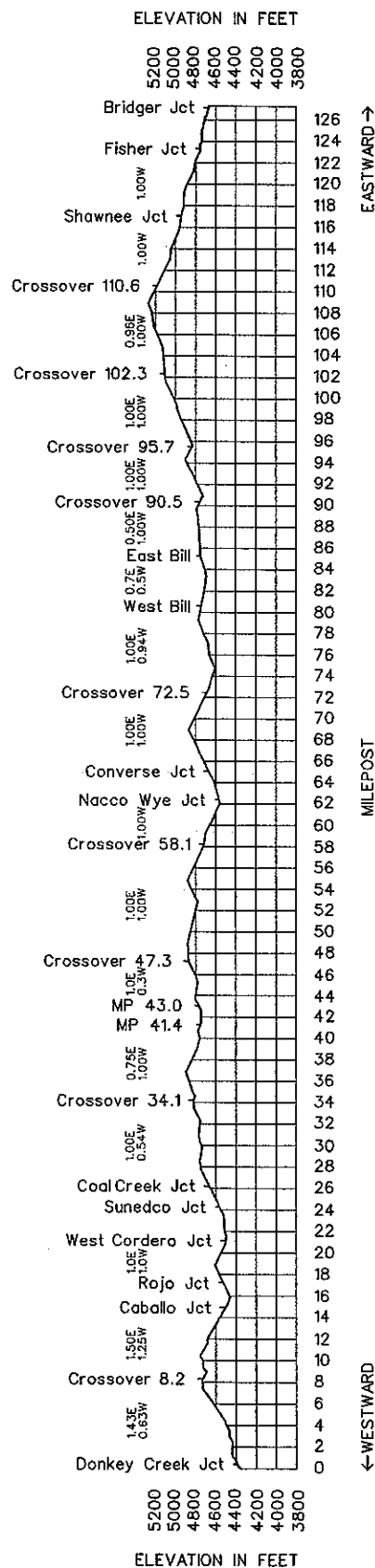
8. Line Segments**Road Line Segments**

Line Segment	Limits	Mileposts
172	Caballo Rojo Spur	17.5 to 23.0
173	Coal Creek Spur	0.0 to 5.8
175	North Antelope Spur	62.1 to 69.8
186	Bridger Jct. to Donkey Creek	
189	Belle Ayr Spur	14.8 to 20.0
190	Cordero Spur	21.1 to 24.7
194	Caballo Spur	14.6 to 20.8
974	Antelope Spur	65.3 to 67.4

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
Back Track MP 120.4-1001	2.1 west of East Fisher - MT1	20	Both
Back Track MP 120.4-1002	2.1 west of East Fisher - MT 2	20	Both
Back Track MP 109.6-8310	1.0 west of Crossover 110.6 - MT1	11	Both
Back Track MP 109.6-8309	1.0 west of Crossover 110.6 - MT 2	21	Both
Back Track MP 102.4	MT 3	15	Both
Back Track MP 102.4	MT 1	30	Both
Back Track MP 96.6	MT 3	15	Both
Back Track MP 96.6	MT 1	15	Both
Back Track MP 90.7-8277	0.2 west of Crossover 90.5 - MT 1	30	Both
Trinity Rail Serv.-8288/8287	1.0 east of East Bill - MT2	124	Both
Back Track MP 83.6	1.9 west of West East Bill - MT 3	20	Both
Back Track MP 82.7	1.9 east of West Bill - MT 3	20	West
Back Track MP 77.0	3.2 west of West Bill MT 1	50	Both
Back Track MP 77.0-8277	3.2 west of West Bill - MT 3	50	Both
Back Track MP 70.1-8070	2.4 west of Crossover 72.5 - MT 1	15	Both
Back Track MP 69.4--8069	3.1 west of Crossover 72.5 - MT 3	8	East
Antelope Mine-8002	Converse Jct MT3	Loop	East
Back Track MP 62.9-MT 1-7563 - MT 3-7564	0.4 east of East Nacco - MT1 and MT3	20	Both
33158 Helper Track-7562	East and East Nacco MP 62.5 to West and West Nacco MP 62.0	14	Both
Rochelle-7502	4.7 from Nacco Jct		Loop
North Antelope-7504	4.7 from Nacco Jct		Loop
Back Track MP 58.4-7558	0.3 east of Crossover 58.1 - MT1	15	East
Back Track MP 51.6--6551	0.8 west of Crossover 52.5 - MT2	20	Both
Reno Back Track-6542	0.2 east of Crossover 42.1 - MT1	36	Both
Western Gas Processors (Ind Park)-6001/6002	0.4 east of MP 34.0 - MT 1	30	Both
Back Track MP 31.8-6032	2.3 west of crossover 34.1 - MT 1	20	Both
Back Track MP 31.8-6031	2.3 west of crossover 34.1 - MT 2	20	Both
33029 Coal Creek-5501	2.1 east of Coal Creek Jct		Loop
West Coal Creek-5526	0.1 west of Crossover West Coal Creek - MT1	20	West
33024 Cordero-5001	2.7 west of West Cordero Jct		Loop
Caballo Rojo-4501/4502	0.7 from Rojo Jct		Loop
Nelson Bros.Stub Trk.-4701	O.S. at Rojo Jct - east leg of Wye	15	East
33018 Belle Ayr-4006	1.8 west of East Belle Ayr Jct		Loop
Back Track MP 16-4016	1.0 west of Crossover West Rojo - MT1	25	Both
Back Track MP 16-4015	0.2 west of East Belle Ayr Jct - MT2	16	Both
33114 Caballo-3501	0.5 west of Caballo Jct		Loop
Stub Track MP 8.2-3508	At Crossover 8.2-MT 2	2	West

10. Grade Chart



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.
8,100 Main 2			0.0	20TH STREET	JX			1.5
			1.5	WALNUT STREET	JX	2MT CTC		0.7
8,100 Main 2			2.2	SOUTH PARK JCT.	J			2.3
	WD635	41134	4.5	SOUTH DENVER	X(2)			3.5
			8.0	ENGLEWOOD	X(2)	3MT CTC		4.2
	WD629	57860	12.2	LITTLETON	X(2)			7.1
		57800	18.8(2) 19.3(1)	BIG LIFT	BPX			5.2
5,000 Main 2	WD614	57790	24.5	SEDALIA	X	DT ABS TWC ABS		2.9
8,200 Main 1		57785	27.4	ORSA (Main 1)				5.1
	WD606	57780	32.5	CASTLE ROCK				16.3
		57760	48.8	SPRUCE (Main 1)				3.2
	WD587	57755	52.0	PALMER LAKE				5.2
6,900	WD582	57750	57.2	MONUMENT				8.1
7,200	WD575	57740	65.3	ACADEMY				7.0
			72.3	N. COLORADO SPRINGS				2.1
			74.4	BIJOU	X(2)	CTC		0.5
20,600	WD565	57770	74.9	COLORADO SPRINGS	C		477	0.5
			75.4	CIMARRON	X			1.0
			76.4	S. COLORADO SPRINGS				2.7
5,400	WD561	57660	78.8	KELKER				5.6
	WD556	57654	84.4	CREWS		DT TWC ABS		3.5
	WD552	57650	87.9	FOUNTAIN				6.1
			94.0	NORTH NIXON (Main 2)	J	2MT CTC		0.4
			94.4	SOUTH NIXON (Main 2)	J			0.9
		57640	95.3	BUTTES	X(2)	DT TWC ABS		2.8
	WD542	57635	98.1	WIGWAM (Main 2)				9.8
			107.9	N. BRAGDON (Main 2)				0.7
	WD524	57619	108.6	BRAGDON (Main 1)	X(2)			0.2
	WD510		108.8	TAPP (Main 2)				1.1
			109.9	SOUTH BRAGDON (Main 1)		2MT CTC		6.7
			116.6	N. PUEBLO (Main 1)				1.8
			118.4	CANON CITY JCT. (Main 1)	J			0.4
	MX905	57200	119.3	SOUTH PUEBLO (Main 1)	BCT			0.2
			120.4 MT 1 119.2 MT 2	PUEBLO JCT.	M			119.3*

*119.3 miles is measured on Main 1.

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

Radio Channel 36 in service Englewood to Pueblo Jct.

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

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

Industry jobs/inbound/outbound crews are to use Channel 39 when their train is on other than main track or Coal 1 and Coal 2. Channel 66 between Englewood and 20th Street is used on Main Track, and also on Coal 1 and Coal 2. Channel 76 is to be used when industry jobs leave the Main Track to perform industrial switching.

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

Channel 39 is to be used by inside/outside hostlers when communicating with yardmasters.

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	FS	EMER
BNSF between Pueblo Jct. and Englewood	36	1	3	4	5&7	9
BNSF between Englewood and 20th St.	66	N/A	N/A	N/A	N/A	N/A
UP Littleton and Pueblo Jct. UP-dispatched trackage	54	N/A	N/A	N/A	N/A	N/A

Train Dispatcher Telephone Numbers

BNSF Train Dispatcher 16—(817) 234-2316, Fax (817) 234-2410

BNSF Brush Line Train Dispatcher—(817) 234-6052,

Fax (817) 234-2316

UPRR Train Dispatcher—(800) 726-1178

Note: Radio Channel 36 will be the primary channel between Englewood and Pueblo Jct. The UPRR dispatcher will request that employees working on UPRR-dispatched trackage to change to Channel 54 to receive information. Employees working on UPRR dispatched trackage must change to Channel 54 when necessary to report operational condition.

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.0 to MP 1.5, Main 1 and 2	20 MPH.
MP 1.5 to MP 4.5, Main 1 and 2	30 MPH.
MP 4.5 to MP 84.4, Main Tracks	45 MPH.
MP 84.4 to MP 108.6, Main 1	55 MPH.*
MP 84.4 to MP 108.8, Main 2	50 MPH.*
MP 108.6 to MP 118.4, Main 1	55 MPH.*
MP 118.4 to MP 118.8, Main 1	20 MPH.
MP 118.8 to MP 120.4, Main 1	15 MPH.
MP 108.8 to MP 115.0, Main 2	50 MPH.*
MP 115.0 to MP 118.2, Main 2	45 MPH.
North Pueblo Highline, arriving and departing	10 MPH.
MP 118.3 to MP 118.6—Main 1, all dual control switches	20 MPH.
MP 52.0 to MP 12.2, Main 1 against the current of traffic	45 MPH.
MP 12.2 to MP 52.0, Main 2 against the current of traffic	45 MPH.

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

1. Train exceeds 10,000 feet; or
2. Train averages 90 TOB or more.

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

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

A train that exceeds the above table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and an 18 pound brake pipe reduction will not control the train at the allowable speed, the train must be stopped and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced, or retainers on all cars placed in operative position. The train must not proceed except as instructed by a road foreman of engines or other proper authority.

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

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

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.	
Walnut St. Crossover	10 MPH.
South Denver—turnout	30 MPH.
Trains 100 TOB and over	25 MPH.
Littleton—turnout	40 MPH.
Trains 100 TOB and over	25 MPH.
Englewood—turnout	40 MPH.
Trains 100 TOB and over	25 MPH.
Palmer Lake—turnout to Main 2	30 MPH.
Monument—both ends of siding and on siding	25 MPH.
Academy and Kelker—both ends of siding and on siding	30 MPH.
North and South Colorado Springs—turnout to siding	30 MPH.
Bijou—north crossovers	30 MPH.
Bijou—to siding southbound and south crossover	20 MPH.
Between Bijou and Cimarron on the siding	20 MPH.
Cimarron—crossovers	20 MPH.
Crews—turnout to Main 1	40 MPH.
North Nixon (Main 2)	15 MPH.
South Nixon (Main 2)	15 MPH.
Bragdon—north crossover	40 MPH.
Bragdon—south crossover	30 MPH.
Bragdon—both ends storage track	10 MPH.
On sidings:	
Lodo, Hogans Alley, Sedalia, Orsa, Bragdon	10 MPH.

1(D). Speed—Other

While head end of train is passing over street crossings listed below, indicated speed must not be exceeded.	
Castle Rock—all streets—MP 32.4 to	
MP 32.6 (Main 2)	40 MPH.
Colorado Springs and Kelker—all UPRR yard tracks	10 MPH.
Fountain—MP 89.6 to MP 84.7, Main 2	35 MPH.
Kelker Yard BNSF side only	5 MPH.
BNSF Colorado Springs Track 901 through 922	5 MPH.
BNSF Old Main Track 999	5 MPH.
Pueblo Jct.—all tracks	10 MPH.
BNSF trains handling continuous welded or jointed rail are restricted to 25 MPH on curves at the following locations:	
MP 43.4 to MP 43.5 (Main 2)	
MP 43.7 to MP 43.9 (Main 2)	
MP 44.1 to MP 44.2 (Main 2)	
MP 76.0 to MP 76.2	
MP 32.5 to MP 36.5 (Main 1)	

Freight**Temperature Speed Restrictions**

Hot Weather—When temperature exceeds 90 degrees Fahrenheit do not exceed the following speeds:

Trains 100 TOB and over	40 MPH.
Trains up to 100 TOB	45 MPH.

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

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

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

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

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

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

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

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

3. Type of Operation**UPRR operating jurisdiction between:**

(Referred to as the UPRR Colorado Springs Subdivision.)

Littleton and Palmer Lake—Main 1
Crews and Bragdon—Main 1
Bradgon and Pueblo Jct.—Main 2

UPRR track warrant forms are used on UPRR dispatched track. 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 contact UPRR dispatcher with departure time at Littleton.

CTC—in effect:**Brush Dispatcher Controlled—**

20th Street, MP 0.0 to South Denver, MP 4.5—Main 1 and 2.
South Denver, MP 4.5 to Englewood, MP 8.0—Main 1, 2, & 3.

Denver South Dispatcher Controlled -

Englewood, MP 8.0 to Littleton, MP 12.2 - Main 1, 2, & 3.
Palmer Lake, MP 52.0 to Crews, MP 84.4.
Bragdon, MP 108.4 to Pueblo Jct., MP 120.6 (Main 1).
Main 2 - North Nixon, MP 93.9 to South Nixon, MP 94.4

TWC—in effect:

Main 1 and 2 - Littleton, MP 12.2 to Palmer Lake, MP 52.0
Main 1 - Crews, MP 84.4 to Bragdon, MP 108.4
Main 2 - Crews, MP 84.4, to North Nixon MP 93.9 and
South Nixon, MP 94.4 to North Bragdon, MP 107.9

Note - Helper engines entering Main 1 and moving less than 1 mile, to couple onto and help southward trains must obtain verbal authority from the UPRR dispatcher before occupying Main 1. After uncoupling from the rear of southward trains, BNSF helper engines are authorized to occupy Main 1 and move Southward between MP 50.5* and MP 52.0*, begin CTC Palmer Lake.

ABS—in effect:

Main 1 - Southward Direction Only:

Littleton, MP 12.2, to Palmer Lake, MP 52.0
Crews, MP 84.4 to North Bragdon, MP 108.6

Main 2 – Northward Direction Only:

Bragdon, MP 107.9 to South Nixon, MP 94.4
 North Nixon, MP 93.9 to Crews, MP 84.4
 Palmer Lake, MP 52 to Littleton, MP 12.2

Manual Interlockings Not Controlled By BNSF

Location	Controlling Railroad
Pueblo Jct. MP 120.6	UPRR

Multiple Main Tracks—

20th Street to Palmer Lake
 Crews to Pueblo Jct.
 South Denver to Littleton

When facing a southward timetable direction at 20th Street, Main 1 is on your right and Main 2 is on your left. When facing a southward timetable direction at South Denver, Main 1 will be on your right, Main 2 will be in the middle and Main 3 will be on your left.

Main 1—Main 1 is under UPRR operating jurisdiction:

Littleton, MP 12.2 to Palmer Lake, MP 52.0
 Crews MP 84.4 to North Bragdon, MP 107.9

Main 2—Main 2 is under BNSF operating jurisdiction:

Littleton, MP 12.2 to Palmer Lake, MP 52.0
 Crews, MP 84.4 to North Bragdon, MP 107.9

And under UPRR operating jurisdiction:
 Pueblo Jct. to Bragdon (UPRR Bypass),

4. General Code of Operating Rules/Air Brake Rules Items

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

South Denver—For purposes of Track and time, a sign which reads "Track and Time Point One" is located at the clearance point of Main 2. 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.

Littleton—For purposes of Track and time, a sign which reads "Track and Time Point One" is located at the clearance point of Main 2. 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.

Palmer Lake—When northward movement to Main 1 at Palmer Lake is required, after obtaining authority from the UP and BNSF dispatchers, BNSF train dispatcher must line the movement and before a signal other than Stop can be obtained, a crew member must operate the key switch mounted on the Palmer Lake bungalow with a UP switch key.

Crews—Signal has been provided to move against current of traffic on Main 2. Clearing of signal requires operation of key controller mounted on side of signal house, after dispatcher has positioned signal. Aspect will be restricting.

Pueblo Union Depot—Train, yard, and other locomotive movements to or from east end Pueblo Union Depot and to or from "C" Street Industrial Area, MP 118.9, must obtain permission from BNSF train dispatcher before lining switch or fouling BNSF main track between east end Pueblo Union Depot. When movement is completed and in clear of BNSF main track, employees must report in clear to BNSF train dispatcher.

Rule 5.5—On UP trackage, resume speed signs are not used. The speed sign governing the same restricted territory from the opposite direction indicates a point 2,500 feet beyond the restricted territory and serves as a guide to engineers in resuming normal speed.

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

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

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

Rule 14.5—Add to Part 2:

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

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

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

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

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

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

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

5. Trackside Warning Detectors (TWD)

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

UP MP 12.3—DED/Exception Reporting (Main 1)
 UP MP 14.3—DED/Exception Reporting (Main 1)
 UP MP 15.9—DED/Exception Reporting (Main 1)
 UP MP 17.5—DED/Exception Reporting (Main 1)
 UP MP 19.3—DED/Exception Reporting (Main 1)
 UP MP 21.1—DED/Exception Reporting (Main 1)
 UP MP 21.3—Hot Box/DED (Main 1)
 MP 21.9—Recall Code 0 (Main 2)
 UP MP 22.9—DED/Exception Reporting (Main 1)
 UP MP 24.5—DED/Exception Reporting (Main 1)
 UP MP 26.8—DED/Exception Reporting (Main 2)
 UP MP 29.4—DED/Exception Reporting (Main 2)
 UP MP 31.6—DED/Exception Reporting (Main 2)
 UP MP 33.0—DED/Exception Reporting (Main 2)
 UP MP 35.0—Hot Box/DED (Main 2)
 UP MP 37.6—DED/Exception Reporting (Main 2)
 UP MP 40.2—DED/Exception Reporting (Main 2)
 UP MP 42.4—DED/Exception Reporting (Main 2)
 UP MP 44.6—DED/Exception Reporting (Main 2)
 MP 46.35—Recall Code 8 (Main 1)
 UP MP 46.8—DED/Exception Reporting (Main 2)
 UP MP 48.5—Hot Box/DED (Main 2)

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

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

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

Trackside Warning Devices

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

Post-train talker message

1. The talker message will be transmitted a few seconds after the last axle has passed the detector.
2. For trains with no alarms, the following message will be transmitted:
 - UP detector (Mile Post Location), Northbound or Southbound, no alarms.
 This message will be repeated once after a 2 second pause, followed by:
 - Message complete.
 - End of transmission.
3. For trains with one or more alarms, the following message will be transmitted:
 - UP detector (Mile Post Location), Northbound or Southbound, (Number) alarms, count from head end of train.
 - First alarm, hot bearing, (east or west) rail, axle (Number)
 - Second alarm, hot bearing, (east or west) rail, axle (Number)
 - Third alarm, hot wheel, near axle (Number)
 - Fourth alarm, hot wheel, near axle (Number)
 - Fifth alarm, dragging equipment, near axle (Number)

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

- Over 10 alarms inspect the rest of the train.

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

- Message Complete.
- End of transmission.

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

Instructions for UP Dragging Equipment Detectors

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

High Water Detectors

Main 1

1991 High water detector, MP 99.9

Main 2

330 High water detector, MP 32.8

424 High water detector, MP 42.4

446 High water detector, MP 43.4

892 High water detector, MP 88.5

2861 High water detector, MP 84.7

Single Track

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

6. FRA Excepted Track

Colorado Springs

0903 0913

0904 0914

0905 0921

0909 0922

0910 0999

0912

Pikeview

1308

1399

Academy

1901 through 1904

Drennan

0812 through 0816

0818 through 0820

0830 through 0835

South Park Junction

Park Lead

Park Yard

Atlas Metal

Pueblo Yard

0214 through 0217

0351

0333 through 0360

0390, 0418

0421 through 0425

0463 through 0470

0476, 0478, 0479, 0498

No switching moves in Park Yard can be made between MP 1.5 (Colfax Ave.) to MP 1.9 (13th Ave.) while there is a train going by on the Main 2.

7. Special Conditions

Remote Control Area—Signs located at MP 539.0 (Brush Subdivision), MP 4.5 (Front Range Subdivision) and MP 7.0 (Pikes Peak Subdivision), designated the Remote Control Area at Denver Terminal.

Castle Rock

5102

5105

Orsa

5502

Bragdon

7402

Crews

9902

Kelker

0801 through 0804

Fountain

9601

Dynamic Brake Requirements—

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

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

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

Total brake pipe reduction to control train speed should not exceed 18 psi for trains averaging under 135 TOB and 14 psi for trains averaging 135 TOB or greater. If total brake pipe reduction is exceeded as outlined, train must be stopped immediately.

Exception: Due to the brake characteristics of through equipment, unit through coal trains may be operated on descending grade above without helpers as long as a minimum of 16 axles of dynamic brake axles are available.

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

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

Kountry Line

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

Flordia Avenue, MP 4.83—Engineer signal will display a green aspect for rail movement. The engineer signal protecting Flordia Ave. is bonded 550 Ft. from the crossing on the Kountry Main Line. A red engineer signal or dark engineer signal at Flordia Ave. will require movement to be protected by a member of the crew per GCOR Rule 6.32.2 and must be reported to 31st Street yardmaster.

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

Pueblo—Normal position of spring switch at north end of Hump 3 (0728) to Hump 2 (0727) is lined for Hump 3. Switch is protected by switch point indicator elevated on pole at Hump 3 switch.

Switch locks have been installed on switches at north end of Hump and 18th Street crossover. Switches must be locked when not in use. Normal position of the 18th Street crossover is lined and locked for Highline and Hump 1 and must be returned to this position after use.

When ETDs are removed from trains or cuts of cars, they will be placed in the storage facility located in the Pueblo Yard Office. They will not be stored on front of switch engines or left laying on the ground. It will be permissible to have an ETD on the locomotive when building a train or adding a cut of cars to a train. The ETD will be placed on the train when work is completed. Do not place ETDs on walkways of locomotives.

Two-Way ETD Between Denver and Pueblo—BNSF Trains Only**1. Operation of End-of-Train Device**

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

After removing helper locomotive from the train:

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

2. Controlling Train Speed

While maintaining authorized speed, if brake pipe reduction exceed 18 psi, train must be stopped immediately and secure the train before proceeding:

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

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

Southward trains between Palmer Lake and North Colorado Springs and Northward trains between Palmer

Lake and MP 13.2 that exceed the maximum authorized speed by 5 MPH must STOP by using an emergency application of the brakes.

3. Train Separation Instructions

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

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

UPRR Dispatched Temperature Speed Restriction

Level 1 Heat Restriction:

Passenger trains, lite engines

and freight trains averaging less

than 90 tons per car or platform No additional restrictions
(See note below)

Freight trains averaging 90 tons

or more per car or platform 50 MPH
(See note below)

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

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as "critical areas" and are limited to restricted speed:

MP 113.9 to MP 78.8 Main 1

MP 2.2 to MP 12.2 Main 1

List of Long and Short Miles

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

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

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

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

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

8. Line Segments

Road Line Segments

Line Segment Limits

477 20th Street to Pueblo Jct.

Yard Line Segments

Line Segment Limits

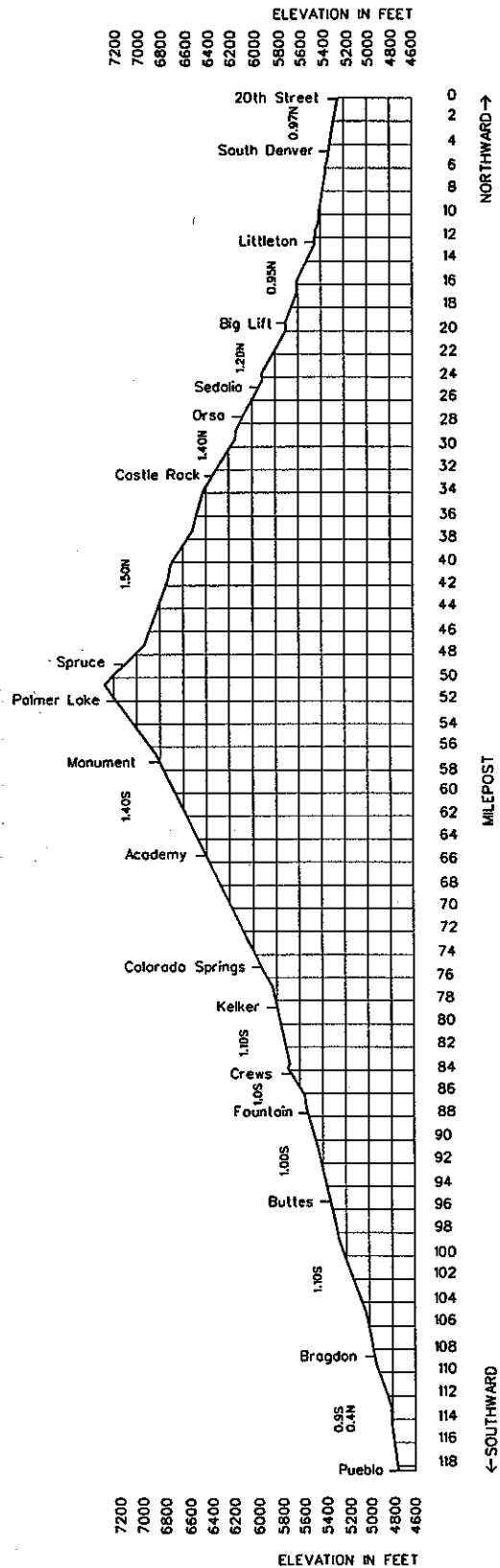
7357 Pueblo Yard

483 Kountry Line

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Main 1			
Siegel Oil Spur	1.6	1,000	South
Duwald Steel	2.4	500	South
Kountry Line	2.4	7 miles	North
Denver Lumber	5.3	250	North
Ft. Logan Spur	9.1	6,330	South
Blakeland Spur	15.3	3,000	South
Dupont Spur	20.6	2,500	South
Palmer Lake Spur	51.8	500	South
Castle Rock	32.23	100	South
Tomah	37.5	1,650	South
Lark Spur	46.0	2,300	South
Spruce	48.8	3,000	South
Nixon Spur	91.2	15,100	North
Henkel	100.8	1,200	South
Bragdon	107.9	5,300	Both
Single Track			
Wood	56.2	1,250	South
Stadium (2)	63.3	3,200	South
Russina Spur	70.7	4,000	North
Manitou Branch	75.1	10,000	North
Drennan and Columbine Industrial Center (Joint UP & BNSF)	79.8	1,700	South
Main 2			
Pinon	104.7	700	North
Crews	84.7	2,700	North
Palmer Lake	52.0	1,500	North
Greenland	46.6	200	North
Larkspur	42.9	750	North
Castle Rock Spur	32.5	350	North
Santa Fe Park	12.5	2,600	Both
Iowa Spur	5.5	750	North
North Burnham Lead	1.5	15,840	Both
Park Lead Spur	1.5	750	North

10. Grade Chart



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.
		617.7	PUEBLO JCT.	M			6.9
7,500	57180	610.9	BAXTER		CTC		7.3
7,500	57165	603.6	AVONDALE	T			5.0
	57160	598.6	BOONE				7.0
		591.6	NA JCT.	J		7304	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		TWC ABS		5.8
	57120	559.8	SWINK				4.9
	56700	554.9	LA JUNTA	BCPTY			62.9

MP 556.3 to MP 554.9 is part of and under the jurisdiction of the Kansas Division.

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

Train Dispatcher Telephone Numbers

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

1. Speed Regulations

1(A). Speed—Maximum

MP 617.7 to MP 554.9 55 MPH. Freight

The maximum speed for freight trains is 45 MPH when:

1. Train exceeds 10,000 feet; or
2. Train averages 90 TOB or more.

1(B). Speed—Permanent Restrictions

MP 617.7 to MP 617.4 10 MPH.
 MP 617.4 to MP 617.2 25 MPH.
 MP 616.0 to MP 615.9 50 MPH.
 MP 598.6 to MP 597.3 40 MPH.
 MP 566.1 to MP 565.0 (HER) 40 MPH.
 MP 556.1 to MP 555.7 40 MPH.

1(C). Speed—Switches and Turnouts

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

Baxter and Avondale—Both ends siding 30 MPH.
 NA Jct.—Junction switch 30 MPH.
 Fowler, Manzanola, Vroman, and Rockyford
 through turnout and siding 10 MPH.
 La Junta—north end of freight lead (Long Tail) 20 MPH.

1(D). Speed—Other

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

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit do not exceed the following speeds:

Trains 100 TOB and over 40 MPH.
 Trains up to 100 TOB 45 MPH.

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

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Pueblo Jct. to La Junta 143 tons, Restriction A

3. Type of Operation

CTC—in effect:

MP 617.7 to MP 591.6

TWC—in effect:

MP 591.6 to MP 554.9

ABS—in effect:

MP 591.6 to MP 554.9

Yard Limits—in effect:

La Junta MP 553.9 to MP 557.8

Manual Interlockings Not Controlled by BNSF

Location	Controlling Railroad
Pueblo Jct., MP 617.7	UP

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)

- Protecting bridges, tunnels or other structures: None
- Other TWD locations
 MP 595.1
 MP 570.7—Recall Code 8
- Other detectors
 MP 612.5—High Water
 Controlled signal north end Baxter
 Signal 6142
 MP 557.2—High Water—Signals 5572 and 5561

6. FRA Excepted Track

Baxter

0223, 0224, 0226, 0227, 0229, 0231, 0232, 0233, 0235

Avondale

0678, 0679, and 0683

Fowler

2802

Manzanola

2002

Rocky Ford

1101, 1112 through 1115, and 1118

7. Special Conditions

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

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

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

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

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

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

Rocky Ford—Six axle units must not be used on the Sugar Factory Spur. The switch from the siding to the Sugar Factory Spur must remain lined and locked to allow Southward train movements from the siding to the main track. When the switch is lined for movement to or from the Sugar Factory Spur the switch will display a red target. Western Sugar has installed a gate 20 feet north of Chestnut Ave., Track 1112, entrance to the sugar company. The gate is equipped with a BNSF switch lock and must be kept locked at all times. The gate has 2 feet of clearance on both sides of the rail, close clearance with a person on the side of a car.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as "critical areas" and are limited to restricted speed: MP 583.0 to MP 591.6

8. Line Segments

Yard Line Segments

Line Segment Limits

7353 La Junta Yard

Road Line Segments

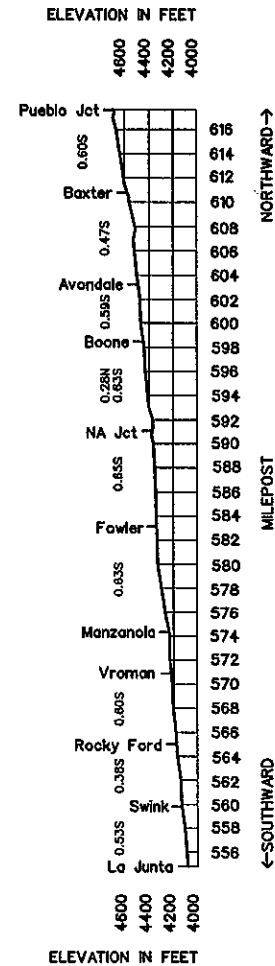
Line Segment Limits

7304 La Junta to Pueblo Jct.

9. Locations Not Shown as Stations

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

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Reno Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		2.5	BLACK THUNDER JCT (To Black Thunder 0.6) (To Jacobs Ranch 3.3)	X(2)	2MT CTC	191	1.8
	33142	0.7	RENO JCT				0.7
		0.0	ORIN SUB SWITCHES		CTC		2.5

Radio Channel 66 in service.

Radio Call-In
Reno - 65(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatchers' Phone Numbers

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

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

MP 2.5 to MP 0.7	Freight 35 MPH.
------------------------	--------------------

1(B). Speed—Permanent Restrictions—None**1(C). Speed—Switches and Turnouts**

Through turnout at Reno Subdivision switch	25 MPH.
--	---------

1(D). Speed—Other

Black Thunder Jct. to Black Thunder Loop Track Switch	20 MPH.
Black Thunder Jct. to Jacobs Ranch Loop Track Switch	20 MPH.

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

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

Reno to Black Thunder Jct.	143 tons, Restriction A
---------------------------------	-------------------------

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

Black Thunder Jct. to Orin Sub Switches.

4. General Code of Operating Rules and Safety Rules Items

Rule 1.10—Crews on trains being delayed on mine property may read magazines, newspapers, or other literature not related to their duties while their train is stopped.

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

Safety Rule S-13.5—Getting On and Off Moving Equipment is modified as follows:

When the following conditions exist, 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 GCOR Rule 1.48 remains in effect as found in the System Special Instructions.

5. Trackside Warning Detectors (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions**

All Coal Mines—Trains must notify train dispatcher before leaving loop tracks.

All employees of BNSF Rwy and UPRR will be governed by Powder River Division Special Instructions on Mine Properties. Employees must have this insert to the timetable in their possession while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

Designation of Tracks

Track from Reno Jct. to switch at MP 43.0 on MT 1, Orin Subdivision, is designated as East Leg of Wye, Reno Jct.

Track from Black Thunder Jct. to switch at MP 43.6 on MT 1, Orin Subdivision, is designated as MT 2.

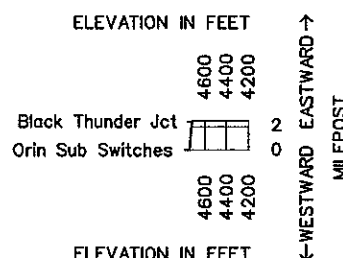
Track from Reno Jct. to switch at MP 42.1 on MT 1, Orin Subdivision, is designated as West Leg of Wye, Reno Jct.

8. Line Segments**Road Line Segments**

Line Segment	Limits	Mileposts
191	Black Thunder Jct.— Jacobs Ranch	2.9 to 9.2
193	Black Thunder Spur	2.9 to 7.3
191	Black Thunder Jct. to Orin Sub Switches	

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Feet	Switch Opens
33402 Black Thunder-6510	0.6 west of Black Thunder Jct.		Loop
33408 Jacobs Ranch-6501	3.3 west of Black Thunder Jct.		Loop

10. Grade Chart

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 Str.
	30126	127.7	RAVENNA	BTX			0.6
	30128	128.3	WEST RAVENNA				9.5
	30137	137.8	HAZARD				0.5
		138.3	CROSSOVER 138.3	X(2)	2MT CTC		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		CTC		10.1
	30166	165.1	BERWYN				4.7
		169.8	CROSSOVER 169.8	X(2)			6.5
	30175	176.3	BROKEN BOW	B	2MT CTC		10.2
		186.5	CROSSOVER 186.5	X(2)			9.2
	30194	195.7	ANSELMO		CTC		9.9
	30206	205.5	LINSCOTT				4.5
		210.0	CROSSOVER 210.0	X(2)	2MT CTC		4.4
	30214	214.4	DUNNING		CTC		9.5
	30224	223.9	HALSEY				6.0
		229.9	CROSSOVER 229.9	X(2)			7.3
		237.3	CROSSOVER 237.3	X(2)	2MT CTC		9.8
		247.0	CROSSOVER 247.0	X(2)			7.2
		254.2	CROSSOVER 254.2	X(2)			5.1
	30259	259.3	SENECA		CTC		8.0
	30267	267.3	MULLEN				6.6
		273.9	CROSSOVER 273.9	X(2)			9.9
		283.8	CROSSOVER 283.8	X(2)	2MT CTC		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				5.7
		320.2	CROSSOVER 320.2	X(2)	2MT CTC		4.6
	30323	324.8	BINGHAM		CTC		9.1
8,737	30333	333.9	ELLSWORTH				4.5
		339.4	CROSSOVER 339.4	X(2)	2MT CTC		4.6
	30341	344.0	LAKE SIDE		CTC		5.2
	30349	349.2	ANTIOCH				5.6
		354.8	CROSSOVER 354.8	X			4.1
	30358	358.9	BIRDSELL	X	2MT CTC		2.7
		361.8	CROSSOVER 361.8	X(2)			2.8
		364.0	EAST ALLIANCE	X(2)			235.8

All Alliance Terminal instructions will be found on the Butte Subdivision.

Radio Channel 66 in service.

Radio Channel 70 in service at Alliance Yard.

Radio Call-In		
Ravenna - 04(X)	Mason - 13(X)	Broken Bow - 12(X)
Dunning - 12(X)	Seneca - 15(X)	Whitman - 16(X)
Bingham - 17(X)	Lakeside - 18(X)	Alliance - 10(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Number—(817) 234-6182

MP 127.7 to MP 128.2 is part of and under the jurisdiction of the Nebraska Division.

1. Speed Regulations

1(A). Speed—Maximum

MP 128.2 to MP 364.0	Freight 60 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 127.2 to MP 127.9	20 MPH.
MP 175.75 to MP 176.40—(HER)	45 MPH.

1(C). Speed—Switches and Turnouts

Through turnouts of begin and end two main tracks and crossovers equipped with dual control switches	25 MPH.
Through turnouts of controlled sidings	20 MPH.
Through turnouts at the following locations	
MP 165.1 (begin two main tracks)—Berwyn	40 MPH.

1(D). Speed—Other

Bridge 149.02 MT 1, cars heavier than 143 tons	25 MPH.
Outside Mechanical Dept. limits, except through switches and turnouts, life engines in Alliance Terminal	20 MPH.

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit, do not exceed the following speeds:

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

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

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Ravenna to East Alliance 143 tons, Restriction B

3. Type of Operation

CTC—In effect:

Ravenna to East Alliance

Two Main Tracks

MP 127.7—MP 155.0	MP 267.3—MP 306.9
MP 165.1—MP 195.7	MP 314.5—MP 324.8
MP 205.5—MP 214.4	MP 333.9—MP 344.0
MP 223.9—MP 259.3	MP 349.2—MP 364.0

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
B. Other TWD locations

MP 133.2—DED/Exception Reporting
MP 138.3—DED/Exception Reporting
MP 141.4—Recall Code 048
MP 146.7—DED/Exception Reporting
MP 150.6—DED/Exception Reporting
MP 156.5—Recall Code 138
MP 161.7—DED/Exception Reporting
MP 168.1—DED/Exception Reporting
MP 173.3—DED/Exception Reporting
MP 178.4—DED/Exception Reporting
MP 180.9—Recall Code 128
MP 184.9—DED/Exception Reporting
MP 190.1—DED/Exception Reporting

MP 195.7—DED/Exception Reporting
 MP 200.5—Recall Code 147
 MP 205.5—DED/Exception Reporting
 MP 210.0—DED/Exception Reporting
 MP 216.3—DED/Exception Reporting
 MP 221.1—Recall Code 148
 MP 225.9—DED/Exception Reporting
 MP 229.9—DED/Exception Reporting
 MP 235.3—DED/Exception Reporting
 MP 241.1—DED/Exception Reporting
 MP 248.9—Recall Code 157
 MP 252.4—DED/Exception Reporting
 MP 256.5—DED/Exception Reporting
 MP 261.2—DED/Exception Reporting
 MP 264.9—Recall Code 158
 MP 269.5—DED/Exception Reporting
 MP 275.5—DED/Exception Reporting
 MP 280.5—DED/Exception Reporting
 MP 286.3—Recall Code 167
 MP 292.8—DED/Exception Reporting
 MP 295.1—DED/Exception Reporting
 MP 300.1—DED/Exception Reporting
 MP 304.5—DED/Exception Reporting
 MP 309.0—Recall Code 168
 MP 314.5—DED/Exception Reporting
 MP 320.1—DED/Exception Reporting
 MP 324.8—DED/Exception Reporting
 MP 330.4—DED/Exception Reporting
 MP 333.9—DED/Exception Reporting
 MP 338.1—Recall Code 188
 MP 344.0—DED/Exception Reporting
 MP 349.2—DED/Exception Reporting
 MP 354.7—DED/Exception Reporting
 MP 358.9—DED/Exception Reporting—Radio Channel 70
 MP 362.8—DED/Exception Reporting—Radio Channel 70

6. **FRA Excepted Track**—None

7. **Special Conditions**

Ravenna—All westbound trains do not pull west of the intermediate signal at MP 148.7 until confirmation is received from the Dispatcher that the train has signals requested at Mason to proceed westbound. Notify the dispatcher if the train will fit in-between Mason and the crossing at MP 153.65.

Dunning MP 214.4—Power Switch Machines

There are TWO dual control switch machines used to throw the points to line to either Main 1 or 2.

Instructions for lining switch point (two machines):

Operate one switch to mid position and then go to the second switch and operate to mid position. Return to first machine and complete throw and then to the second machine and complete throw.

Seneca MP 259.3—Power Switch Machines

There are THREE dual control switch machines used to throw the points and frog to line to either Main 1 or 2.

- When dual control switches equipped with three machines are operated by hand, all three machines must be placed in the hand position.
- Instructions for lining switch point (two machines):
Operate one switch to mid position and then go to the second switch and operate to mid position.
Return to first machine and complete throw and then to the second machine and complete throw.
- Moveable Point Frog must also be lined for desired route.
Rule 9.13.1 applies at all locations where turnouts are equipped with three switch machines.

Ellsworth—Eastbound trains stopping at Ellsworth, between the hours of 2200 and 0600, stop back of the eastbound whistle marker located at MP 334.52.

EOT Replacement Batteries—The following locations have replacement batteries for enroute failures of End of Train Device batteries:

- MP 169.8 – located inside the East door of the signal bungalow.
- MP 254.2 – located inside the West door of the signal bungalow.

A one for one exchange is required when taking one of the batteries, along with ensuring the battery is reconnected to the charger and the door to the bungalow is secured. If a battery cannot be returned to the bungalow as specified, the Dispatcher must be notified so arrangements can be made for a replacement battery.

Remote Control Operations—Signs located at MP 4.6 (Angora Subdivision), MP 367.9 (Butte Subdivision) and MP 360.9 (Sand Hills Subdivision), designate the Remote Control Area at Alliance Yard.

Moveable Point Frog—(Refer to System Special Instructions Item 12)

MP 259.3—(End Two Main Tracks)—Seneca
 MP 344.0—(End Two Main Tracks)—Lakeside
 MP 349.2—(Begin Two Main Tracks)—Antioch

Boeing Aircraft Parts Cars—Loaded Boeing aircraft parts cars must be blocked on the head end of train within five (5) cars of the locomotive consist at all times to prevent damage to car or lading.

Test Miles

MP 129—MP 130
 MP 139—MP 140
 MP 199—MP 200
 MP 247—MP 248
 MP 272—MP 273
 MP 356—MP 357
 MP 363—MP 364

8. **Line Segments**

Road Line Segment

Line Segment Limits

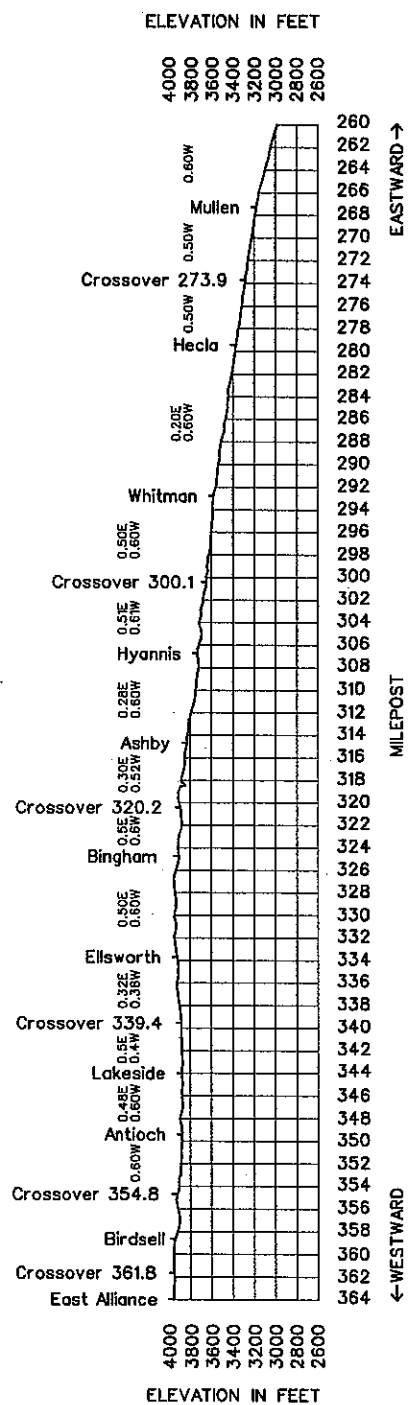
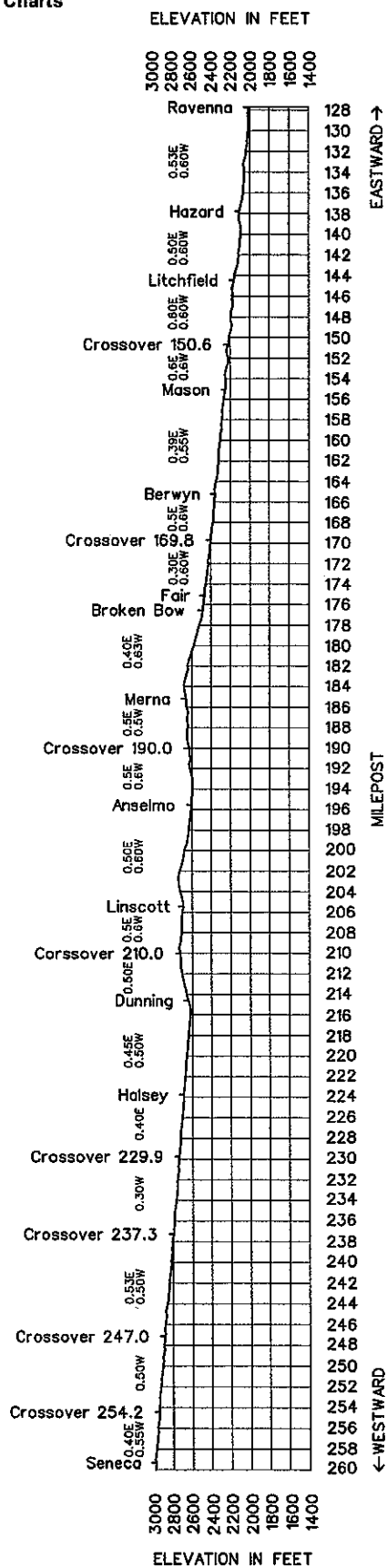
4..... Ravenna to East Alliance

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30132 Sweetwater-3901	5.5 west of Ravenna MT1	11	West
30137 Hazard Back Track-4001	Hazard MT1	30	West
30143 Litchfield Elevator Track 4101	Litchfield MT1	30	Both
30143 Litchfield Stub Track #1-4102	Litchfield MT1	14	West
30143 Litchfield Stub Track #2-4103	Litchfield MT1	14	West
30143 Litchfield Stub Track #3-4104	Litchfield MT1	15	West
30143 Litchfield Stub Track #4-4105	Litchfield MT1	15	West
30152 Mason Back Track-4201	Mason MT2	8	East
30159 Ansley-4301	4.9 east of Berwyn	40	East
30166 Old Berwyn-4420	2.5 west of Berwyn MT1	28	Both
30175 Broken Bow-Elevator-4502	Broken Bow MT 1	10	Both
30175 Broken Bow-Mill Track-4503	Broken Bow MT 1	7	West
30175 Broken Bow-City Track-4504	Broken Bow MT 2	15	Both
30175 Broken Bow-House Track-4505	Broken Bow MT 2	8	West
30175 Broken Bow-Sargent Pipe-4506	Broken Bow MT 1	5	East
30183 Elevator Track-Merna-4602	Merna MT 2	20	Both
30183 Old Pass-Merna-4601	Merna MT 2	90	Both
30183 Back Track-4697	Merna MT 1	21	Both
30194 Anselmo Back Track-4701	Anselmo MT2	40	Both
30206 Linscott Back Track-4801	Linscott MT2	5	Both
30214 Old Dunning-4901	1.1 west of Dunning	15	West
30224 Halsey Back Track-5001	Halsey MT2	25	Both
30234 Natick Back Track-5101	2.1 east of Crossover 237.3 - MT2	20	Both
30234 Natick Back Track-5102	2.1 east of Crossover 237.3 - MT1	20	Both
30241 Thedford Back Track-5202	4.6 east of Crossover 247.0 - MT1	28	Both
30241 Thedford Back Track-5201	4.6 east of Crossover 247.0 - MT2	66	Both
30256 Seneca - East Old Pass-5401	Seneca MT1	30	East
30256 Seneca - West Old Pass-5402	Seneca MT1	30	West
30256 Seneca - East #1 Track-5403	Seneca MT1	15	East
30256 Seneca - West #1 Track-5404	Seneca MT1	15	West
30267 Mullen Back Track-5501	Mullen MT1	30	Both
30277 Hecla Back Track-5601	Hecla MT2	10	Both
30283 Hooker Back Track-5650	0.2 west of Crossover 283.8 MT 2	21	Both
30283 Hooker Back Track-5651	0.2 west of Crossover 283.8 MT 1	21	Both

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30291 Coyote Back Track-5750	0.7 east of Crossover 291.1 MT 2	21	Both
30291 Coyote Back Track-5751	0.7 east of Crossover 291.1 MT 1	21	Both
30292 Whitman Back Track-5701	Whitman MT2	20	Both
30305 Hyannis Back Track-5801	Hyannis MT2	35	Both
30314 Ashby Back Track-5901	Ashby MT2	15	Both
30323 Bingham Back Track-6001	Bingham MT2	12	Both
30333 Ellsworth Back Track-6101	Ellsworth MT1	12	East
30341 Lakeside Back Track-6201	Lakeside MT2	12	Both
30349 Antioch Back Track-6301	Antioch MT2	6	Both
Progressive Rail-831,832,833	5.6 east of Alliance MT1	189	Both
AEP-821,822,823	4.1 east of Alliance MT2		Loop
Koester's-137	0.8 east of East Alliance MT1	42	Both

10. Grade Charts



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.
		119.6	PUEBLO JCT.	MT	CTC	477	1.8
		121.2	SALT CREEK JCT.	J	TWC		3.6
	41013	124.8	SOUTHERN JCT.	J			18.7
	40993	143.5	CEDARWOOD	X	2MT TWC		11.2
	40981	154.7	LASCAR	X			16.9
6,100	40965	171.6	WALSENBURG	JX	TWC		8.5
7,851	40957	180.1	MAYNE				9.6
8,078	40946	189.7	LYNN		TWC ABS		6.4
7,735	40939	196.1	LUDLOW				12.2
(1) 7,500 (2) 7,500	40924	208.3	TRINIDAD	B	CTC		88.7

Radio Channel No. 66 in service Southern Jct. to Trinidad.

Radio Channel No. 70 in service Comanche Power Plant.

Radio Channel No. 36 in service Southern Jct. to Pueblo Yard.

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

Radio Call-In		
Trinidad - 45(X)	Walsenburg - 46(X)	Southern Jct. - 47(X)
Baculite Mesa -40 (X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

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

UP—(800) 726-1178, (402) 636-1653

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 119.6 to MP 208.3	49 MPH.

1(B). Speed—Permanent Restrictions

Single Track	
MP 119.6 to MP 124.7	20 MPH.
MP 124.7 to MP 124.8	10 MPH.
MP 171.6 to MP 172.5	20 MPH.
MP 172.5 to MP 173.4	25 MPH.
MP 173.4 to MP 187.5	35 MPH.
MP 187.5 to MP 197.9	45 MPH.
MP 197.9 to MP 208.3	35 MPH.
Main Track 1	
MP 124.8 to MP 171.68	40 MPH.
Main Track 2	
MP 124.8 to MP 171.68	40 MPH.

1(C). Speed—Switches and Turnouts

Pueblo Jct., turnout	15 MPH.
Salt Creek Jct., turnout to North Lead	10 MPH.
Southern Jct., all turnouts	10 MPH.
Walsenburg, automatic switch	20 MPH.
Mayne, through turnouts and siding	20 MPH.
Lynn and Ludlow, through turnouts and sidings:	
Trains under 100 TOB	40 MPH.
Trains 100 TOB and over	25 MPH.
Trinidad, siding 1 and siding 2 and through turnouts:	
Trains under 100 TOB	10 MPH.
Trains 100 TOB and over	10 MPH.

1(D). Speed—Other

North Lead (to Minnequa) MP 121.2 to MP 122.6X	10 MPH.
Minnequa, all yard tracks	5 MPH.
South Lead (to Minnequa) MP 122.6X to MP 124.7	10 MPH.

Freight

MP 124.7 Comanche Power Plant Lead	
to Comanche Power Plant	10 MPH.
All sidings not listed in 1(C)	10 MPH.
Item 1(A) applies to loaded or empty C6 hoppers.	

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees

Fahrenheit do not exceed the following speeds:

Trains 100 TOB and over	40 MPH.
Trains up to 100 TOB	45 MPH.

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

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Pueblo to Trinidad 143 tons, Restriction A

3. Type of Operation

CTC—in effect:

MP 119.6 to MP 121.2

MP 205.99 to MP 208.3

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

TWC—in effect:

MP 121.2 to MP 205.99

ABS—in effect:

MP 171.72 to MP 205.99

Two Main Tracks—

MP 124.8 to MP 171.68

Manual Interlockings Not Controlled By BNSF RR

<u>Location</u>	<u>Controlling Railroad</u>
MP 119.6, Pueblo Jct.	UPRR

4. General Code of Operating Rules Items

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

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

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

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

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

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

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

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

Rule 14.5—Protecting Men or Equipment, add to Part 2: Line 18, the crew of the train or other men or equipment entering the limits must not enter the limits:

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

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

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

Change Part A to read:

A. Transmitting Track Warrants

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

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

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

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

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

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

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 129.2—Main 2—Recall Code 478
 MP 155.6—Main 1 and Main 2—Recall Code 468
 MP 184.7—Recall Code 458
 MP 175.4—DED/Exception Reporting
 MP 180.9—DED/Exception Reporting
 MP 191.0—DED/Exception Reporting
 MP 195.3—DED/Exception Reporting
 MP 201.3—Recall Code 457
 MP 208.0—DED/Exception Reporting

6. FRA Excepted Track

Minnequa—501 through 513 and 520

7. Special Conditions

Spring switches may have different characteristics than normal high switches account of buffer. Exercise proper body mechanics when handling this and all switches.

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

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

Notify C&W yardmaster of your needs for protection as prescribed by Safety Rule 13.1.1 while in Minnequa yard. Also notify the C&W yardmaster when you have completed your work by using BNSF Channel 1 or directly contacting the yardmaster.

Normal operating hours of the C&W are 0700 to 2300, Monday through Friday, except holidays.

Pueblo—Southward trains originating Pueblo must secure BNSF track warrant and track bulletins and UPRR track warrant and track bulletins prior to departure.

When ETDs are removed from trains or cuts of cars, place them in the storage facility located in the Pueblo Yard Office. They will not be stored on front of switch engines or left laying on the ground. It will be permissible to have an ETD on the locomotive when building a train or adding a cut of cars to a train. The ETD will be placed on the train when work is completed. Do not place ETDs on walkways of locomotives.

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

Do not block the north spur track. The switch and the north 200 feet of Track 7530 are out of service.

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

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

8. Line Segments

Road Line Segments

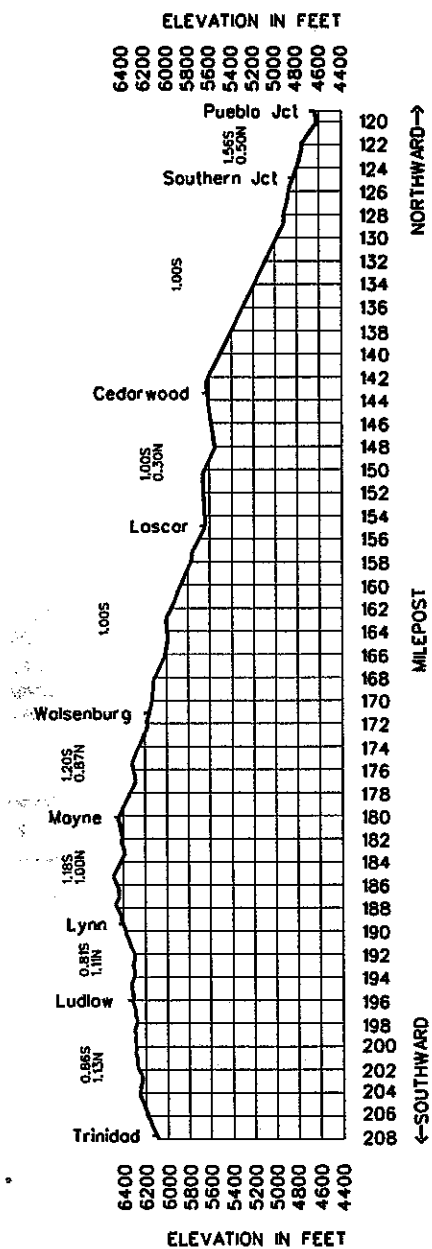
Line Segment Limits

477 Trinidad to Pueblo Jct.
 7358 Minnequa Yard

9. Locations Not Shown as Stations

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

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Twin Peaks Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
7,500	40924	208.3	TRINIDAD	B			11.9
7,500	40917	220.2	BESHOAR				15.0
7,888	40903	235.2	BARELA				15.8
8,527	40886	251.0	TRINCHERE		CTC		12.1
8,099	40874	263.1	BRANSON				9.2
7,587	40865	272.3	ALPS			477	12.2
7,074	40854	284.5	FOLSOM				8.0
7,349	40844	292.5	DES MOINES				7.6
8,363	40837	300.1	GRANDE				15.5
8,627	40825	315.6	GRENVILLE		TWC		14.8
8,955	40807	330.4	ROYCE		ABS		16.8
	40790	347.2	SIXELA				138.9
		454.2					

Radio Channel No. 70 in service Texline to Beshoar.

Radio Channel No. 66 in service Beshoar to Trinidad.

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

Dispatcher Telephone Numbers

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

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

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

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

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit do not exceed the following speeds:

Trains 100 TOB and over	40 MPH.
Trains up to 100 TOB	45 MPH.

Freight

Cold Weather—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:
 Trains 100 TOB and over 30 MPH.
 Trains up to 100 TOB 45 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Trinidad to Sixela 143 tons, Restriction C

3. Type of Operation

CTC—in effect:

MP 208.3 to MP 292.5

TWC—in effect:

MP 292.5 to MP 347.2

ABS—in effect:

MP 292.5 to MP 347.2

4. General Code of Operating Rules Items

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

Rule 8.19—Automatic switches by location:

Grande, Grenville, Royce and Sixela.

Rule 8.20—Derails on east and west end siding Grande.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 210.2—DED/Exception Reporting
 MP 217.6—Recall Code 458 (Channel 66)
 MP 223.3—DED/Exception Reporting
 MP 227.5—DED/Exception Reporting
 MP 232.1—DED/Exception Reporting
 MP 238.0—DED/Exception Reporting
 MP 241.9—DED/Exception Reporting
 MP 245.1—Recall Code 438
 MP 248.5—DED/Exception Reporting
 MP 254.6—DED/Exception Reporting
 MP 260.5—DED/Exception Reporting
 MP 267.0—Recall Code 437
 MP 269.3—DED/Exception Reporting
 MP 275.0—DED/Exception Reporting
 MP 278.5—DED/Exception Reporting
 MP 282.1—DED/Exception Reporting
 MP 287.8—DED/Exception Reporting
 MP 290.1—Recall Code 428
 MP 295.7—DED/Exception Reporting
 MP 319.0—Recall Code 418

6. FRA Excepted Track—None

7. Special Conditions

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

Sixela—Northward trains leaving other than main track will be required to use the push button on the signal post at beginning ABS for any route departing Sixela at MP 347.2.

Trinidad—All Northward trains must call Trinidad train dispatcher for instructions before fouling Brick Yard Crossing. Do not block north spur track. The north 200 feet and the north switch of Track 7530 are out of service.

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

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

Critical Areas—See System Special Instructions, Item 33, Flash Flood Warnings: MP 249.8 to MP 251.1

8. Line Segments

Road Line Segments

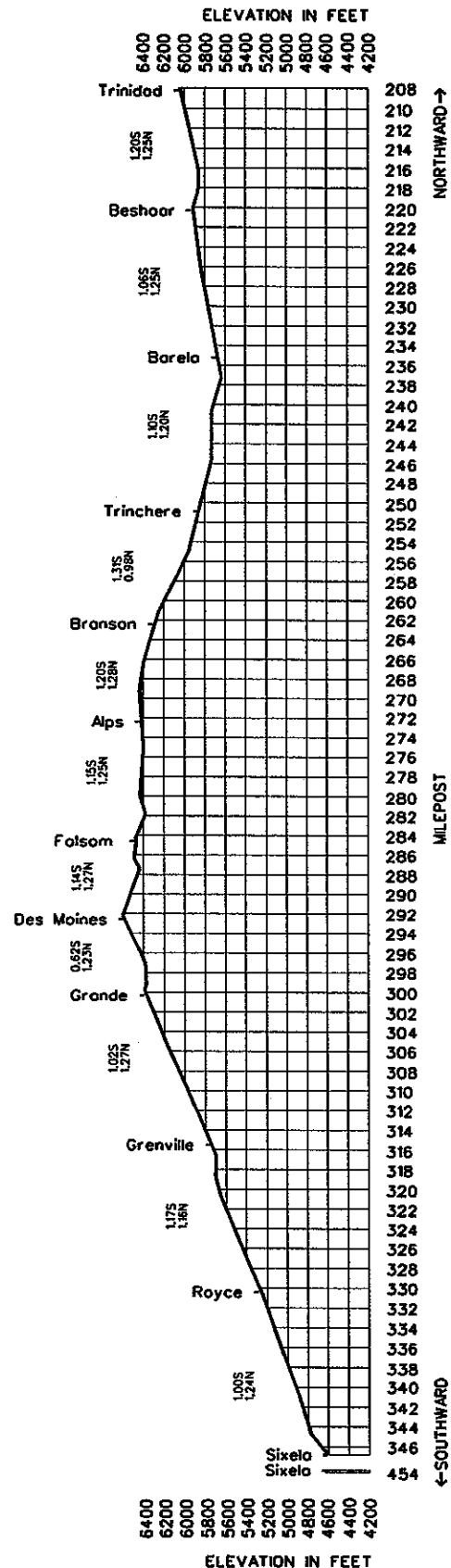
Line Segment Limits

477 Trinidad to Sixela

9. Locations Not Shown as Stations

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

10. Grade Chart



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.
	32034	0.0	NORTHPORT	JT	CTC		0.4
		0.4	WEST NORTHPORT (To UP Crossing 0.7)	JTX(2)	2MT CTC		3.0
	32036	3.4	DEGRAW				8.4
	32046	11.8	BAYARD				4.1
10,146		15.9	BRADLEY				5.9
	32056	21.8	MINATARE				2.9
9,781		24.7	WINTERS				6.1
	32065	30.8	SCOTTSBLUFF	BT			6.0
9,149	32072	36.8	JANE				3.4
	32074	40.2	MITCHELL	T	CTC		4.4
9,099		44.6	ENTERPRISE				1.9
	32080	46.5	MORRILL			5	7.2
	32088	53.7	HENRY				3.6
12,450		57.3	STUART				4.9
	32096	62.2	TORRINGTON				7.4
9,260		69.6	TEXAS				2.1
	32106	71.7	LINGLE				8.3
10,595		80.0	GRATTAN				2.0
	32116	82.0	FORT LARAMIE				3.5
		85.5	MP 85.5				2.8
		88.3	CROSSOVER 88.3	X(2)	2MT CTC		2.1
		90.4	EAST GUERNSEY	R			91.2

Additional Guernsey instructions will be found on the Canyon Subdivision.

Radio Channel 54 in service on this Subdivision.

Radio Channel 85 in service at Guernsey Yard.

Radio Call-In		
Bridgeport - 71(X)	Scottsbluff - 81(X)	Torrington - 82(X)
Guernsey - 83(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Number

(817) 234-6183, Fax (817) 234-6171

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 90.4, including trains 100 TOB and over **Freight**
50 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

Through all turnouts equipped with dual control switches and
on sidings unless otherwise specified 25 MPH.

1(D). Speed—Other

Northport Wye 25 MPH.

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit, do not
exceed the following speeds:

Trains 100 TOB and over 40 MPH.

Trains up to 100 TOB 50 MPH.

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

Trains 100 TOB and over 30 MPH.

Trains up to 100 TOB 45 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Northport to E. Guernsey 143 tons, Restriction A

Six-axle locomotives and six-axle derricks in excess of 165
tons not permitted on following tracks:

Not more than one locomotive permitted on the following
tracks:

Bayard—All Sugar Factory trackage except Storage 1 & 2.

Mitchell—All Sugar Factory trackage

Morrill—Stock, House, Spud, and Bean trackage

Lingle—Elevator Track

Torrington—Stock and House Tracks

3. Type of Operation

CTC—in effect:

MP 0.0 to MP 90.4

Two Main Tracks

MP 0.4—MP 3.4

MP 85.5 to MP 90.4

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD locations

MP 20.5—Recall Code 818

MP 42.3—Recall Code 817

MP 65.9—Recall Code 828

MP 72.6—DED/Exception Reporting

MP 76.8—DED/Exception Reporting

MP 82.9—Recall Code 838

6. FRA Exempted Track—None

7. Special Conditions

Local Crossing Ordinance—Scottsbluff—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 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 Rule 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.

Engineer Only Helper Operations—With few exceptions, the
current operating practices and procedures for two-man
helper service operations will remain unchanged by the
implementation of one-man helper service on the Powder River
Division. If there are questions or concerns regarding the
application of the existing rules, in reference to one-man
operation, that have not been addressed, contact your
supervisor for interpretation.

Instructions for Engineer Only Helper Service—Engineers are responsible for the inspections of the locomotive consist at the beginning of their tour of duty. This includes the Locomotive Daily Inspection, when required, as prescribed by ABTH Rule 101.2 and the Locomotive Running Air Brake Test to determine that locomotive brakes are in proper working order when initiating movement and operating conditions permit.

Locomotive Running Air Brake Test—

1. Apply independent brake sufficiently to develop brake cylinder pressure, by observation of the gauge, and determine that retarding effort is provided.
2. Release independent brakes and continue movement.
3. Make a 10-psi brake pipe reduction with the automatic brake valve. Determine that brake cylinder pressure is developed, by observation of the gauge, and that retarding effort is provided.
4. Actuate the independent brake. Determine brake cylinder pressure releases, by observation of the gauge, and the locomotive rolls freely.
5. Place the independent and automatic brake handles in the release position and proceed.

Helper Link Instructions—Helper Link equipment must be inspected at beginning of tour of duty. Pin lifters, cable connections, angle cocks and MU cable (placed in live receptacle) must be in good condition. Open the top box to check that the unit has power. Test the pneumatic pin lifter from the ground using a portable radio keypad to confirm that it is operational. If Helper Link Unit is damaged or defective, report the condition to the Dispatcher and leave a voice mail message for the Road Foreman, before departure. Helper Link Report Forms must be filled out and faxed to Road Foreman of Engines detailing defects or damage.

Temporarily Securing Locomotives—Prior to dismounting the locomotive consist for any reason, but not leaving unattended, secure locomotives per ABTH Rule 102.3, make a 20-psi automatic brake pipe reduction and fully apply the independent brake. For the purpose of Engineer Only Helper Operation, the equipment will be considered attended if the locomotives have been secured as described above and the Engineer is working on the ground, in close physical proximity to the equipment and not separated from that equipment, for example, by a passing train on an adjacent track. The handling of switches and derails, the adjusting of couplers, the opening of knuckles and all related work performed on the ground, near the equipment, is permissible and not considered leaving the equipment unattended.

Other Operating Issues—While in Engineer Only Helper Operation, when coupling to a train or other equipment or moving over road crossings, the engineer must operate from the locomotive cab nearest the direction of movement. When operating conditions require movement at restricted speed, or while moving on other than main track and it is necessary to make a backup move in reference to stretching couplings or missed couplings requiring the separation of equipment to adjust couplers or knuckles, be governed by GCOR Rules 6.4 Reverse Movement, and 6.5 Handling Cars Ahead of Engine. If it is determined, by observation of the track directly behind the locomotives, that a backup move can be safely made changing operating ends will not be required.

Engineers will not be required to maintain a Signal Awareness Form. Engineers will be required to comply with Powder River Division General Notice pertaining to Calling Signals. When notified of grade crossing signal failure/malfunction requiring flag protection at a crossing, occupying movement can not be made until other, available, BNSF employees provide protection. Contact the dispatcher, in advance, to arrange for assistance from available employees working in the area. The replacement of rear of train device batteries is the responsibility of the outbound conductor. Engineers will not be required to carry or change batteries. Helper crews will be required to perform job briefings with trains to be helped to clearly define work to be done through positive identification of train ID and location. Helpers assisting trains must operate from cab forward locomotive nearest the direction of movement unless otherwise authorized by chief dispatcher or local supervision.

Boeing Aircraft Parts Cars—Loaded Boeing aircraft parts cars must be blocked on the head end of train within five (5) cars of the locomotive consist at all times to prevent damage to car or lading.

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 91.18 to MP 92.18

8. **Line Segments**

Yard Line Segments

Line Segment Limits

896 Scottsbluff

Road Line Segments

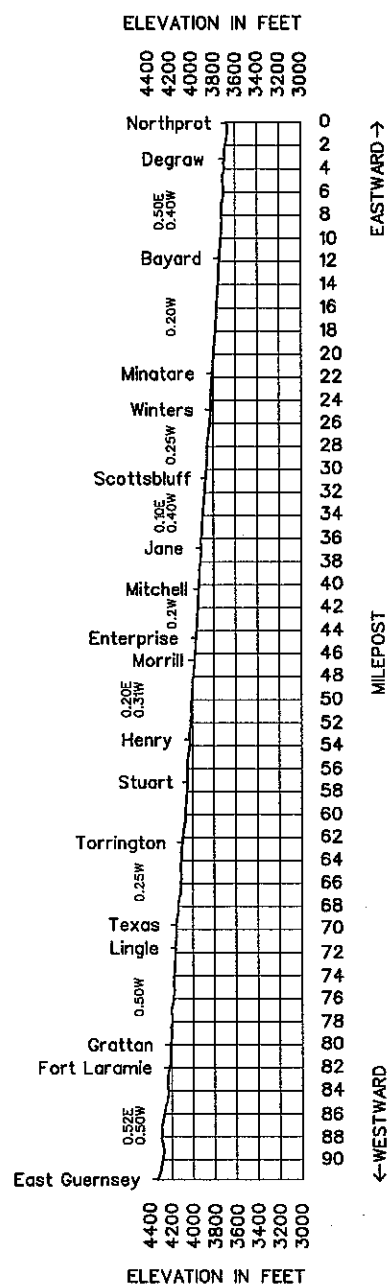
Line Segments Limits

5 Northport to Guernsey

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
32034 South Storage-101	Northport MT2	57	Both
32036 Progress Rail-102 & 103	1.1 east of DeGraw on MT2	120	West
32046 Bayard Track Siding-1298	Bayard	103	Both
32046 Bayard Bean Track-1202	Bayard	26	West
32046 Bayard Sugar Factor West Wye Track-1204	Bayard	139	West
32056 Minatare Siding-1498	Minatare	113	Both
32056 Kelly Bean Spur-1403	1.0 west of Minatare	5	West
32056 Minatare North House Track-1402	Minatare	39	Both
32074 Mitchell Old Pass-1801	Mitchell	122	Both
32074 Mitchell -1802	Mitchell	29	Both
32074 Mitchell -1803	Mitchell	28	Both
32074 Sugar Factory-1808	Mitchell	157	East
32080 Morrill Bean Track-2006	Morrill	34	East
32080 Morrill House Track-2004	Morrill	74	Both
32080 Morrill Old Pass-2001	Morrill	52	West
32088 Henry-2101	Henry	61	West
32096 R&M Lumber-2304	Torrington	13	East
32096 Torrington No Siding-2301	Torrington	52	Both
32106 Lingle Pass-2501	Lingle	78	Both
32116 Ft Laramie Back Track-2798	Ft Laramie	35	East

10. Grade Chart



This page left blank intentionally.

Track Bulletin Form B—Verbal Permission:

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

"Foreman (name and/or Gang No.) _____ using Form B
Restriction No. _____ between MP _____ and MP _____
(specifying subdivision when necessary)."

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

- "(Train) may pass red flag (or red light) located at MP _____ without stopping (specifying track when necessary)."

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

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

- "(Train) may proceed through the limits at _____ MPH (or at maximum authorized speed) (specifying track when necessary)."

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

- "(Train) may proceed through the limits at _____ MPH (or maximum authorized speed) but not exceeding _____ MPH between/at (specifying location) (specifying track when necessary)."

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

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

- "(Train) must proceed at restricted speed but not exceeding _____ MPH (specifying distance and track when necessary)."

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

Speed Tables

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

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

Report Trespassers

1-800-832-5452

UP TIMETABLES

POWDER RIVER SUBDIVISION (0236)

Mile Post	Rule 6.3	CP #s	Radio Display: CP W166 to CP W271 - 5252 -#62		Sta. #s	Siding Feet
			WEST STATIONS	EAST		
165.5	CTC 2MT	W166	HORSE CREEK (7.1)	(1)X	NP166	
72.6		W173	HENRY (6.9)	(1)X	WY173	
79.5		W179	STATE LINE (7.9)	X	WY179	
87.4		W187	SPOON BUTTE (7.7)	(1)X	WY187	
95.1		W195	SHEEP CREEK (0.6)	(1)X	WY195	
205.7		W205	BRAUN (8.6)	(1)X	WY205	
214.3		W214	WOLFE (0.8)	(1)X	WY214	
225.1		W225	BARNES (9.2)	(1)X	WY225	
234.3		W234	LUSK (9.9)	(1)X	WY234	
244.2		W244	MANVILLE (6.1)	(1)X	WY244	
250.3		W250	JIREH (9.6)	X	WY250	
259.9		W260	LOST SPRINGS (5.3)	X	WY260	
265.2		W265	SHAWNEE (6.2)	X	WY265	
271.4		W271	SHAWNEE JCT.	(1)X	WY272	

(105.9)

SI-01 MAIN TRACK AUTHORITY

CTC between CP W166 and CP W271.

Rule 1.14: Operation on BNSF RR between Shawnee Jct. and West Caballo Jct.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 165.5 and 271.4	
(Except as Below).....	60
195.0 and 219.0 Loaded Unit Coal Trains Trk 1.....	40

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts CP W166, CP W173, CP W187, CP W195, CP W205, CP W214, CP W225, CP W234, CP W244.....	40
2. Dual Control Switch Turnouts To BNSF at Shawnee Jct.....	25

SI-04 MAIN TRACK DESIGNATIONS

Two Main Tracks: Entire subdivision.

SI-05 MILEPOST EQUATIONS

MP 271.4 Powder River Sub=BNSF MP 117.7 Orin Sub
MP 163.6 Yoder Sub = MP 165.5 Powder River Sub

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

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

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS

Casper Industrial Lead: (0237) Extends 7.0 miles from MP 265.3 (Powder River Sub.) - Shawnee (MP 521.1) to Fisher Junction (MP 528.1).

Radio Display: Shawnee to End of Track - 5252
FRA Excepted Tracks: Shawnee to End of Track.

Business Tracks

	MP	Sta.#s
Shawnee 1600 feet.....	521.1	WY266

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 Tons.

Between Horse Creek and Shawnee Jct.: Maximum speed for loaded coal trains not exceeding 120 cars and not exceeding 134 TPOB is 60 MPH; if either the total car limit or average TPOB limit is exceeded the maximum speed is reduced to 50 MPH.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

POWDER RIVER SUBDIVISION (0236)

11

SI-14 MISC. INSTRUCTIONS

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

SSI Item 2-E.- Exception: Trains consisting only of empty coal hoppers may be operated with a maximum of 30 equivalent axles of power.

Set Out Tracks

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

BNSF Industry Tracks

BNSF Industry Tracks				
Name	Miles - Location	Capacity Cars	(Sta.#s)	BNSF Sub
Antelope Mine	Converse Jct. - Trk.3	Loop	WY325	Orin
North Antelope	4.7 from Nacco Jct.	Loop	WY334	Orin
N. Rochelle		Loop	WY337	Orin
Black Thunder	0.6 west of Black Thunder Jct.	Loop	WY352	Reno
Jacobs Ranch	3.3 west of Black Thunder Jct.	Loop	WY353	Reno
Coal Creek	2.1 east of Coal Creek Jct.	Loop	WY364	Orin
Cordero	2.7 west of West Cordero Jct.	Loop	WY367	Orin
Caballo Rojo	0.7 from Rojo Jct.	Loop	WY373	Orin
Belle Ayr	1.8 west of East Belle Ayr Jct.	Loop	WY375	Orin
Caballo	0.5 west of Caballo Jct.	Loop	WY377	Orin

BNSF Set Out Tracks

BNSF Set Out Tracks			
MP	Sta.#s	Track	Capacity Cars
109.6 Trk.1	WY278	Back Track	11
109.6 Trk.2	WY278	Back Track	21
103.3 Trk.1	WY287	Back Track	5
103.3 Trk.2	WY287	Back Track	30
96.7 Trk.2	WY293	Back Track	6
90.7 Trk.1	WY299	Back Track	3
Progress Rail Trk.2	WY297	Industry	124
84.0 Trk.3	WY307	Back Track	35
82.5 Trk.3 W	WY307	Bill Setout Track	3
77.0 Trk.1	WY307	Back Track	30
77.0 Trk.3	WY307	Back Track	50
70.1 Trk.1	WY317	Back Track	15
69.4 Trk.3	WY317	Back Track	8
62.9 Trk.1	WY327	Back Track	20
62.9 Trk.3	WY327	Back Track	20
62.5 Trk.1	WY334	Helper Track	14
58.4 Trk.1	WY334	Back Track	15
51.6 Trk.2	WY352	Back Track	20
43.2 Trk.2	WY362	Harmon Siding	130
42.1 Trk.1	WY362	Reno Back Track	36
31.8 Trk.1	WY384	Back Track	20
31.8 Trk.2	WY384	Back Track	20
16.0 Trk.1	WY375	Back Track	25
16.0 Trk.2	WY375	Back Track	16



UP: Timetable, General Orders and Bulletins - General Order Viewer
Timetable, General Orders and Bulletins - Superintendent Bulletin General
Orders

http://www.uprr.com/aboutup/operations/timetable/go_view.cfm
Page Received From Server On: Wed Jul 28 09:50:56 CDT 2004

Wed, July 28, 2004 09:50:55 AM

UNION PACIFIC RAILROAD COMPANY

-----DOCUMENT TEXT-----

NORTH PLATTE AREA TIMETABLE NO. 2

EFFECTIVE OCTOBER 27, 2002

*** POWDER RIVER SUBDIVISION GENERAL ORDER NO. 6 ***

PURPOSE:

SI-15 Train dispatchers phone number change.
Subdivision information and instructions not modified by this General
Order remain in effect.

EFFECTIVE: 1505, SEPTEMBER 29, 2003

CANCELLATIONS:

This order cancels all previous orders for the POWDER RIVER
Subdivision.

SI-00 - STATION MILES

Effective 1000 Aug.11, 2003 add moveable point frogs at CP W250 as
shown.

250.3	W250	JIREH	(11)X	WY250
		9.6		

Add moveable point frogs at CP W260 as shown.

259.9	W260	LOST SPRINGS	(11)X	WY260
		5.3		

SI-02 - MAXIMUM SPEED TABLE

Delete: 195.0 and 219.0 Loaded Unit Coal Trains Trk 1 40

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

SI-03 - OTHER SPEED RESTRICTIONS

2. Dual Control Switch Turnouts

Effective 1000 Aug.11, 2003 add: CP W250 40

Add: CP W260 40

SI-12 - TONNAGE RESTRICTIONS/TPOB

Delete: Between Horse Creek and Shawnee Jct.: Maximum speed for loaded coal trains not exceeding 120 cars and not exceeding 134 TPOB is 60 MPH; if either the total car limit or average TPOB limit is exceeded the maximum speed is reduced to 50 MPH.

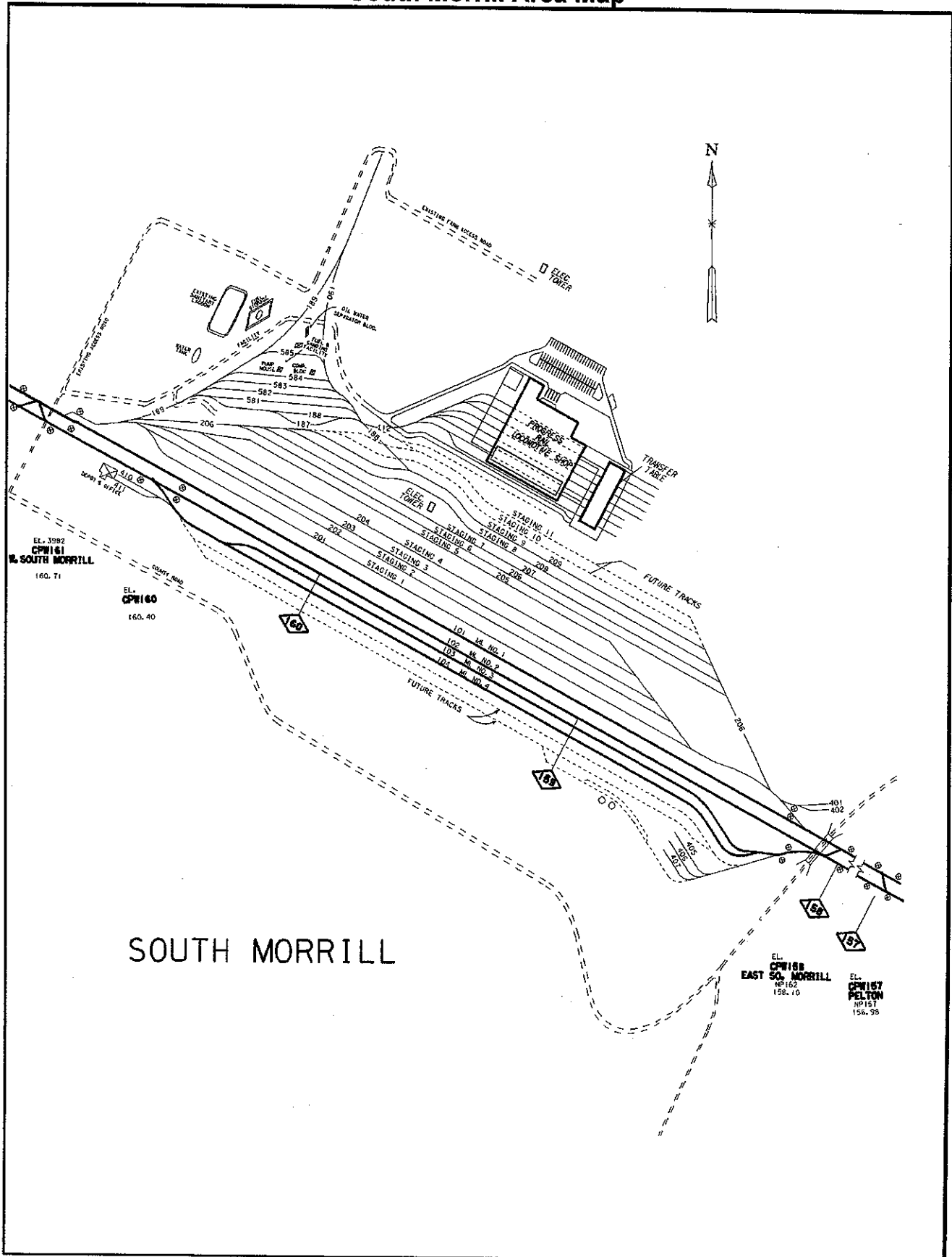
SI-15 - ADDITIONAL INSTRUCTIONS

Effective 2000, Sept.30, 2003:
Train dispatchers phone number will change to: 402-636-1647.

SIGNATURE: John Rourke
SIGNATURE TITLE: Superintendent

South Morrill Area Map

7



SOUTH MORRILL SUBDIVISION (0214)

Mile Post	Rule 6.3	CP #s	Radio Display: CP W300 to CP W157 - 2020 -*51 CP W157 to CP W166 - 4242 -*52		Sta. #s	Siding Feet
			WEST STATIONS	EAST		
0.0	CTC2MT	W300	OFALLONS	TX	NX301	
1.0	ACS	W001	(8.5)			
8.5		W009	JORDAN	(1)X	NP009	
6.0		W016	NORTH PAXTON	(1)X	NP016	
25.9		W026	KEYSTONE	(1)X	NP028	
34.8		W037	MARTIN BAY	(1)X	NP037	
45.5		W046	SAND CREEK	(1)X	NP046	
55.2		W055	CLEAR CREEK	(1)X	NP050	
67.3		W067	NEW OSHKOSH	(1)X	NP068	
78.5		W078	LYTLE	(1)X	NP081	
88.1		W088	RETTIE	(1)X	NP089	
97.3		W097	EASTWOOD	(1)X	NP097	
09.0		W109	TOWERS	(1)X		
12.8		W113	NORTHPORT		NP114	6884
114.3		W114	(2.6)			
15.4		W115	(X)BNSF(M)		NP115	
18.6		W119	NO. BRIDGEPORT	(1)X		
126.4	CTC	W127	SOUTH BAYARD		NP125	
132.8	ACS	W132	McGREW	(1)	NP132	
141.5	CTC	W142	BROCKOFF	(1)	NP141	
147.8	ACS	W148	HOKAMP	(1)	NP148	
57.0	CTC2MT	W157	PELTON	X	NP157	
158.1	ACS	W158	SOUTH MORRILL	BXT	NP162	Yard
160.4	ACS	W160	(0.3)			
160.7	CTC2MT	W161	CP W161	(1)X	NP163	
64.1	ACS	W164	JOYCE	X	NP164	
65.5		W166	HORSE CREEK	(1)XT	NP166	
(165.5)						

SI-01 MAIN TRACK AUTHORITY

CTC Between CP W300 and CP W166.

ACS in effect: CP W300 to CP W157 except No. 1 Track CP W113 to CP W115.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts	
0.0 and 165.5	
(Except as Below).....	60
0.0 and 0.4.....	50
1.6 and 1.8.....	50
115.4 and 115.5.....	40
147.0 and 147.8.....	40
158.0 and 160.8 Trk.1 & 2.....	30
158.1 and 160.4 Trk.3 & 4.....	20
160.8 and 164.2.....	50
164.2 and 164.9.....	35

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts	
CP W300*, CP W009, CP W016, CP W026,	
CP W035, CP W046, CP W067, CP W078,	
CP W088, CP W097, CP W109, CP W119,	
CP W132, CP W142, CP W148, CP W166.....	40
*CP W300 Loaded Coal Trains.....	25
CP W113, CP W114.....	15
CP W115.....	10
3. Misc. Speed Restrictions	
BNSF Transfer Track at CP W115.....	10
South Morrill Yard tracks.....	15
South leg of wye at Horse Creek.....	10

SI-04 MAIN TRACK DESIGNATIONS

Two Main Tracks between:

CP W300 and CP W052;
CP W061 and CP W127;
CP W132 and CP W142;
CP W148 and CP W158;
CP W160 and CP W166.

Four Main Tracks between:

CP W158 and CP W160

SI-05 MILEPOST EQUATIONS

MP 0.0 North Platte Sub. = 300.3 Sidney Sub.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

@ 0.1	(#) 46.7	(#) 107.2
(#) 17.4	(#) 65.0	(#) 121.6
(#) 31.6	(#) 79.0	(#) 136.3
@ 31.7 Trk.2	(#) 91.1 Trk.1	(#) 150.8

SI-08 RULES ITEMS

Rule 13.1.4 ACS Test Loops: Northport - East and West ends of main one track and sidings.
Gering - East end Track 101, both ends Track 105.
South Morrill - East end all tracks between CP W157 and CP W164 and East end all yard tracks.

SI-09 FRA EXCEPTED TRACKS - None.

SOUTH MORRILL SUBDIVISION (0214)

9

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Martin (Trk.1 W).....	34.9	NP035
Lewellen (E).....	58.8	NP059
Oshkosh (Trk.1).....	70.9	NP071
Lisco (Trk.2).....	85.3	NP085
Lisco (Trk.1).....	86.4	NP086
Broadwater	100.6	NP100
Glover (Trk.1 W).....	117.3	NP117
Gering	145.9	NP146

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 Tons.

Between O'Fallons and Horse Creek, the maximum speed for loaded coal trains exceeding 120 cars or exceeding 134 TPOB is 50 MPH.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Between MP 0.0 and MP 3.0: Permanent speed signs for 50 MPH speed restriction are displayed less than the required distance for Westward movements. Signs are displayed at MP 0.0.

Gering - Automatic horn system (AHS): (AHS) in service at Gering at the following locations:

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

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

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

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

Gering: Multiple consists of 6 axle units permitted on Tracks 101, 102, 103, 104, 105, 106 and 107 only.

South Morrill: Trains, Engines, men and equipment must obtain authority from the control operator at South Morrill to initiate movements on other than main track.

Authority for Movement Inbound or outbound, from the South Morrill Diesel Service Facility must be obtained from the South Morrill Control Operator.

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

Between MP 157.0 and MP 166.0 mechanical employees will be working on channel 3636. Before making any move involving the locomotive servicing facility at South Morrill (this includes all wye tracks, ready track, fuel & sand 1, fuel & sand 2, engine house, fuel car track, and Progress Rail) you must contact mechanical personal (MIC-MIC Helper) on channel 3636 to notify them of moves to be made.

Set Out Tracks

Set Out Tracks:			
MP	Sta.#'s	Yard	Track
11.0 Trk.1	NP011	04	154
11.0 Trk.2	NP011	04	153
24.0	NP028	04	157
28.0 Trk.1	NP028	04	156
39.0 Trk.1	NP035	04	158
39.0 Trk.2	NP035	04	
53.0	NP052	04	160
73.0 Trk. 2	NP071	04	876
114.0 Trk.2	NP114	02	400
115.0 Trk.1	NP115	02	602
142.0	NP142	02	801



UP: Timetable, General Orders and Bulletins - General Order Viewer
 Timetable, General Orders and Bulletins - Superintendent Bulletin General
 Orders

http://www.uprr.com/aboutup/operations/timetable/go_view.cfm
 Page Received From Server On: Wed Jul 28 09:52:54 CDT 2004

Wed, July 28, 2004 09:52:53 AM

UNION PACIFIC RAILROAD COMPANY

-----DOCUMENT TEXT-----

NORTH PLATTE AREA TIMETABLE NO. 2
 EFFECTIVE OCTOBER 27, 2002

*** SOUTH MORRILL SUBDIVISION GENERAL ORDER NO. 23 ***

PURPOSE:

SI-02 Change speed restriction between MP 164.2 and MP 164.9.
 Subdivision information and instructions not modified by this General
 Order remain in effect.

EFFECTIVE: 0853, FEBRUARY 06, 2004

CANCELLATIONS:

This order cancels all previous orders for the SOUTH MORRILL
 Subdivision.

SI-00 - STATION MILES

Effective 0900 Dec.16, 2003 delete CP W142; Add two main tracks
 between MP 141.5 and CP W149. Shown below.

Add CP W139 (Melbeta) at MP 138.6 with crossovers and moveable point
 frogs.

118.6	CTC2MT ACS	W119	NO. BRIDGEPORT (11.1) (11)X		
129.7		W130	CHIMNEY ROCK (8.9) (11)X		
138.6		W139	MELBETA (11)X (10.4)		
149.0		W149	MONUMENT (11)X (8.0)	NP149	

Change from 4MT to 6MT between CP W158 and CP W160 as shown.

158.1	CTC6MT ACS	W158	SOUTH MORRILL BXT	NP162	Yard
160.4		W160	0.3		

Change: CP W037 to CP W035; Delete symbol (11) at CP W161.

SI-02 - MAXIMUM SPEED TABLE

Change speed restriction between MP 164.2 and MP 164.9 as shown.
 Entire Maximum Speed Table changed to read as shown below.

Maximum Speed Between Mileposts	MPH
0.0 and 165.5 (Except as Below).....	60
0.0 and 0.4.....	50
1.6 and 1.8.....	50
115.4 and 115.5.....	40
158.1 and 160.4 Trk. 3, 4, 5 & 6	30
164.2 and 164.9 Trk. 1	50
164.2 and 164.9 Trk. 2	35

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

SI-03 - OTHER SPEED RESTRICTIONS

2. Dual Control Switch Turnouts

Delete: CP W132, CP W142 and CP W148 40
 ADD: CP W130, CP W139, CP W149 and CP W055 40

SI-04 - MAIN TRACK DESIGNATIONS

Change Two Main Tracks to read as follows:

Two Main Tracks between:
 CP W300 and CP W158

Delete: Four Main Tracks between:
 CP W158 and CP W160

Add: Six Main Tracks between:
 CP W158 and CP W160

SI-07 - ITEM 13 TRAIN DEFECT DETECTORS

Add:

% 8.3 (#) 78.8
 % 24.5 (#) 91.1
 % 39.2
 % 55.3

Delete: (#) 79.0
 (#) 91.1 TRK.1

SI-08 - RULES ITEMS

Under Rule 13.1.4:

Delete: Gering - East end Track 101, both ends Track 105.

Add: Gering - East end Track 101 and Track 105.

SI-10 - BUSINESS TRACKS

Delete: Lewellen (E) 58.8 NP059
 Add: Set out (2) 53.3
 Lewellen (1) 59.0 NP059

SI-12 - TONNAGE RESTRICTIONS/TPOB

Delete: Between O'Fallons and Horse Creek, the maximum speed for loaded coal trains exceeding 120 cars or exceeding 134 TPOB is 50 MPH.

SI-14 - MISCELLANEOUS INSTRUCTIONS

Add: South Morrill Fuel and Sand Track 1:
Fuel and Sand Track 1 (582) Maximum speed 15 MPH
Rule 5.13: If derails are placed on this track for protection of workman, Rule 5.13 B.2.a. will apply.

SIGNATURE: John Rourke
SIGNATURE TITLE: Superintendent

SIDNEY SUBDIVISION (0235)

Mile Post	Rule 6.3	CP #s	Radio Display: W292 to Barnett - 2727 -* Barnett to Cheyenne - 2424 -*18		Sta. #s	Siding Feet
			WEST STATIONS	EAST STATIONS		
292.0	CTC4MT ACS	W292	HINDMAN (2.9)	X	NX292	
294.9		W295	NICHOLS (Trk.1 & 2) (3.0)	X	NX295	
297.9		W298	LEE (2.4)	X	NX298	
300.3	CTC2MT ACS	W300	O'FALLONS (5.2)	TX	NX301	
305.5		W306	CP W306 (6.0)			
311.5		W312	CP W312 (1.0)	X	NX312	
322.5		W322	CP W322 (4.0)	X		
326.5		W326	CP W326 (5.9)			
332.4		W332	CP 332 (Trk.1) (2.3)			
334.7		W335	OGALLALA (0.5)	IX	NX338	N11263
343.1		W343	CP W343 (2.1)		NX344	
345.2		W345	CP W345 (4.4)			
349.6		W350	CP W350 (3.4)	X	NX350	
363.0		W363	JULESBURG (4.4)	IX	NX363	S10854
358.2		W365		X		N9509
377.4		W378	CP W378 (4.6)	X		
382.0		W382	CP W382 (8.0)			
390.0		W390	CP W390 (2.0)			
392.0		W392	CP W392 (5.9)	X		
407.9		W408	SIDNEY (6.0)	ITX	NX408	N11315
410.2		W410				
423.9		W424	CP W424 (2.5)	X		
426.4		W426	POTTER (0.8)		NX426	
437.2		W437	OWASCO (8.3)	IX	NX440	N10472
439.4		W439				
443.6		W444	CP W444 (.9)		NX445	C6357
445.5		W446	CP W446 (3.0)			
448.5		W449	CP W449 (0.9)	X	NX459	
459.4		W459	CP W459 (6.2)	X		
465.6		W465	CP W465 (.8)		NX467	
467.4		W467	CP W467 (2.1)			
469.5		W469	CP W469 (5.9)	X	NX469	
475.4		W475	EGBERT (Trk.1) (2.2)	T	NX478	N10805
477.6		W478	CP W478 (3.1)			
480.7		W481	CP W481 (2.1)	X	NX481	
482.8		W483	CP W483 (8.2)		NX483	

491.0	CTC2MT ACS	W491	HILLSDALE (6.7)	X	NX491	
497.7		W497	CP W497 (3.7)			
501.4		W501	ARCHER (5.1)	X	NX501	S6045
506.5	CTC3MT ACS	W506	BARNETT (.9)	X	NX506	
508.4	CTC4MT ACS	W508	CP W508 (.1)	X		
509.5			CHEYENNE	BT	WX510	

(217.5)

SI-01 MAIN TRACK AUTHORITY

CTC between Hindman and Cheyenne.

ACS between MP 292.0 and MP 509.3.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts

291.9 and 509.5

(Except as Below)..... 70

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

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

323.2 and 324.4..... 60

422.6 and 423.5..... 60

456.9 and 457.2..... 65

462.8 and 463.0..... 65

486.2 and 486.5..... 60

493.7 and 494.0..... 60

497.7 and 498.2..... 60

502.2 and 503.0..... 50

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

508.0 and 509.5..... 35

509.1 and 510.5 Trk.1..... 20

509.5 and 510.5 Trk.4..... 20

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed MPH

1. Thru Sidings & Turnouts

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

CP W363 to CP W365..... 40

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

2. Dual Control Switch Turnouts

CP W292, CP W295, CP W298*, CP W300*, CP W312, CP W322, CP W335, CP W350, CP W363, CP W365, CP W378, CP W392, CP W408, CP W424, CP W437 between Trk.1 & 2; CP W449, CP W459, CP W469, CP W481, CP W491, CP W501; CP W506 40

CP W508 except east set crossovers between Trk. 2 & 3..... 40

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

CP W508 East set crossovers between Trk. 2 & 3 30

*CP W298 & CP W300 Loaded Coal Trains.. 25

3. Misc. Speed Restrictions

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

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

SIDNEY SUBDIVISION (0235)

15

SI-04 MAIN TRACK DESIGNATIONS

2 main tracks CP W300 to CP W506.

3 main tracks CP W506 to CP W508

4 main tracks CP W292 to CP W300; CP W508 to CP W511.

SI-05 MILEPOST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

@ 300.8	@ 372.5	@ 454.3
@ 316.4	(#) 384.8	@ 475.3
@ 329.5	@ 397.1	@ 489.0
@ 342.6	@ 416.1	@ 499.0
@ 353.1	@ 434.6	

SI-08 RULES ITEMS

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

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

Rule 13.1.4 ACS Test Loops: Sidney: west end of Track 3; Egbert: west leg of Wye; Cheyenne: Main tracks 1,2,3 and 4, MP 509.2 to MP 508.5 eastward and old 3 and ACK tracks east end.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Hershey	296.5	NX297
O'Fallons	301.0	NX301
Varner	302.1	NX302
Sutherland	303.7	NX303
WWD Set-out Tracks (Trks.1 & 2).....	305.6	NX306
Paxton	315.5	NX316
Roscoe	327.5	NX328
Ogallala	334.7	NX335
Brule	343.1	NX344
East Big Springs (Trk.2).....	353.6	NX354
West Big Springs (Trk.1).....	354.7	NX354
East Chappell (Trk.1).....	379.6	NX380
Chappell (Trk.1).....	380.6	NX380
West Chappell (Trk.2).....	380.7	NX380
Lodge Pole	389.7	NX390
Sunol (Trk.1).....	396.3	NX396
Colton (Trk.2).....	400.7	NX401
East Brownson (Trk.2).....	415.1	NX416
West Brownson (Trk.1).....	415.7	NX416
New Potter	425.1	NX426
Jacinto (Trk.2).....	430.8	NX431
Dix (Trk1).....	435.4	NX435
East Kimball (Trk.2).....	443.6	NX445
West Kimball (Trk.1).....	444.8	NX445
Bushnell	456.2	NX457
Pine Bluffs	466.6	NX467
Egbert (Trk2).....	477.3	NX478
Burns	483.5	NX483
Hillsdale	489.5	NX491

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 Tons.

Between North Platte and CP W300: Maximum speed for loaded coal trains not exceeding 120 cars and not exceeding 134 tons per operative brake is 60 MPH. If either the total car limit or TPOB limit is exceeded, the maximum speed is reduced to 50 MPH.

Trains that contain cars identified by the letter "R" as the second letter in the TCS car kind field may operate at a maximum speed of 70 MPH provided the train:

- Does not exceed 110 TPOB,
- Does not exceed a total of 75 cars, and
- Does not contain more than four other cars, including four multi-platform intermodal cars.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

North Siding Sidney (MP 407.9 to MP 410.2):

Westward Trains Only: Cab signal displaying approach indication will upgrade to approach limited when leaving signal located at MP 410.2 displays a signal more favorable than Stop indication. Reverser handle must be in forward position in order to receive cab signal upgrade. Lead locomotive must be west of MP 409 to receive cab signal upgrade.

Cheyenne: All trains must contact Yardmaster by radio once arrival track has been ascertained. Before entering any track at the Cheyenne Engine Service Facility, permission must be obtained from the Roundhouse Foreman who can be reached on Radio Channel 2424.

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



UP: Timetable, General Orders and Bulletins - General Order Viewer
Timetable, General Orders and Bulletins - Superintendent Bulletin General
Orders

http://www.uprr.com/aboutup/operations/timetable/go_view.cfm
Page Received From Server On: Wed Jul 28 09:53:27 CDT 2004

Wed, July 28, 2004 09:53:23 AM

UNION PACIFIC RAILROAD COMPANY

-----DOCUMENT TEXT-----

NORTH PLATTE AREA TIMETABLE NO. 2
EFFECTIVE OCTOBER 27, 2002

*** SIDNEY SUBDIVISION GENERAL ORDER NO. 13 ***

PURPOSE:

SI-08: RCL areas and zones at Cheyenne.

Information and instructions for this subdivision not modified by this
General Order remain in effect.

EFFECTIVE: 1621, JUNE 27, 2003

CANCELLATIONS:

This order cancels all previous orders for the SIDNEY Subdivision.

SI-00 - STATION MILES

CHANGE TO READ:

MILE POST	RULE 6.3	CP # 'S	WEST STATIONS	EAST	STA # 'S	SIDING FEET
291.9	CTC4MT ACS	W292	HINDMAN (2.9)	X	NX292	

AND:

MILE POST	RULE 6.3	CP # 'S	WEST STATIONS	EAST	STA # 'S	FEET
480.7	CTC2MT ACS	W481	CP W481 (2.5)	X	NX481	
483.2		W483	CP W483 (7.8)		NX483	

SI-02 - MAXIMUM SPEED TABLE

DELETE:

MAXIMUM SPEED
(EXCEPT AS BELOW)
509.1 and 510.5 TRK. 1 20

Maximum speed table column for trains designated as "Expedited Freight
Trains" added.

MAXIMUM SPEED TABLE CHANGED AS FOLLOWS:

MAXIMUM SPEED
Between Mile Posts
291.9 and 509.5

MPH
FRT EXP
FRT

(Except as Below)	70	75
291.9 and 300.6 Trks.1,2 & 3	60	65
291.9 and 300.0 Trk.4	40	40
323.2 and 324.4	60	65
422.6 and 423.5	60	65
456.9 and 457.2	65	75
462.8 and 463.0	65	75
486.2 and 486.5	60	65
493.7 and 494.0	60	70
497.7 and 498.2	60	70
502.2 and 503.0	50	55
506.3 and 508.3 Trk.3	40	40
508.0 and 509.5	35	35
509.5 and 510.5 Trk.4	20	20

Note: Permanent speed signs will not be displayed for expedited freight train speeds.

SI-07 - ITEM 13 TRAIN DEFECT DETECTORS

EFFECTIVE 1000, NOVEMBER 12, 2002

DELETE: @ 353.1

ADD: @ 357.3

SI-08 - RULES ITEMS

Effective 0730 MDT, June 30, 2003.

Add: Rule 35.5 remote control area

The Cheyenne Yard is a remote control area.

Note: Signs designating remote control area will be placed at limits.

Rule 35.6 remote control zones

Before entering Cheyenne Yard, you must contact the Cheyenne Yardmaster or the Remote Control Operator in charge of the zone. You must have permission to enter the limits of the remote control area before operating a remote control switch.

West End Zone Limits are in effect:

1. Between the old way new way switch (105/107 switch) to the balloon switch (816) including the Balloon Track to the Nortrak Switch (814).
2. Old way new way switch out the new way (Tracks: 105 and 103).

East End Zone Limits are in effect:

1. Between MP 508 and the north lead (track: 106) to North 5 switch (track: 5)
2. Between MP 508 the South Lead (track: 108) to South 8 switch (track: 18)
3. Drill Track (track 104).

Note: Signs designating remote control area are placed at limits.

SI-12 - TONNAGE RESTRICTIONS/TPOB

DELETE:

Between North Platte and CP W300: Maximum speed for loaded coal trains not exceeding 120 cars and not exceeding 134 tons per operative brake is 60 MPH. If either the total car limit or TPOB limit is exceeded, the maximum speed is reduced to 50 MPH.

SI-14 - MISCELLANEOUS INSTRUCTIONS

Add: Effective 0900 MST, January 21, 2003, CP W345 at MP 345.2
Tracks 1 and 2, are removed from service, and westward and eastward
intermediate signals are placed in service on Trks. 1 and 2.

Effective 0900 MST, January 21, 2003, CP W467 at MP 467.4, Tracks
1 and 2, are removed from service, and westward and eastward
intermediate signals are placed in service on Trks. 1 and 2.

SIGNATURE: Ron M. Naro
SIGNATURE TITLE: Superintendent



3



NORTH PLATTE TERMINAL SUBDIVISION (0213)

Radio Display: North Platte - 3838 -* W291 to W292 - 2727 -*						
Mile Post	Rule 6.3	CP #'s	WEST ▼ STATIONS	EAST ▲	Sta. #'s	Siding Feet
282.0	CTC 3MT	B282	PLATTE RIVER (.4)			
283.0		B983	BRYAN AVE.	(1)	NX283	
283.4	YL ABS 2MT	B283	CP B283	YX		
284.5		B284	CP B284	Y(M)		
285.5		B285	CP B285	Y(1)X(M)		
286.5			NORTH PLATTE	YT	NX284	Yard
288.3	CTC 2MT	W288	CP W288	X(M)		
288.5		W988	CP W988	X(M)		
289.4		B289	CP B289			
290.5		W290	CP W290	(M)		
291.0	CTC3MT ACS	W291	BIRDWOOD	X	NX291	
291.9	CTC4MT ACS	W292	HINDMAN	X		
(10.0)						
SI-01 MAIN TRACK AUTHORITY						
CTC between CP B282 and CP B283; CP W288 and CP W292						
Yard Limits/ABS/9.15 between CP B283 and CP W288						
ACS between CP W291 and CP W292.						
ABS (other tracks, see map) Old Way between CP B289 and CP W292 (Westward); New Way between MP 290.8 and CP W292 (Westward); Forwarding Lead between CP 289 and CP W292.						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed				MPH		
Between Mileposts 282.0 and 291.9						
(Except as Below).....				60		
282.0 and 282.5.....				55		
282.5 and 283.0.....				45		
283.0 and 291.9 refer to SI-03....						

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed MPH

1. Thru Sidings & Turnouts (No Exceptions.)
2. Dual Control Switch Turnouts
 - CP W288..... 15
 - CP B283..... 40
 - CP W291 through Nos. 9, 11, 15 & 19 switches only..... 40
3. Misc. Speed Restrictions
 - MP 290.8 and CP W292 westward on New Way..... 35
 - Between MP 283.0 and MP 291.5 main tracks..... 35
 - Over all tracks at eastward run-through fueling station, until rear of train clears pits at east end of fuel rack, MP 288.8..... 15
 - Between CP B283 and CP B286 on Belt Tracks..... 35
 - Between CP B283 and CP B290 on Westward Receiving Lead..... 35
 - Between CP B289 and MP 289.9 on Old Way and Forwarding Lead..... 20
 - Between MP 289.9 and CP W291 on Old Way and Forwarding Lead..... 35
 - All yard tracks..... 20
 - Exceptions: Westward movement into east end of West Departure Tracks..... 15
 - Over westward (south or old) run-through fueling station (Sound bell and whistle frequently).... 15
 - Power Lead overpass from signal at MP 289.3 south side to and including the Forwarding Lead/Old Way switch north side..... 5
 - North leg of wye..... 10
 - All industrial tracks..... 5
 - Over Dowty Retarders..... 10

SI-04 MAIN TRACK DESIGNATIONS

- 3 MT between CP B282 and CP B283; CP W291 and CP W292
- 2 MT between CP B283 and CP W291.
- Other tracks between CP B283 to CP W292 (Main track rules apply, see map).
 - Belt Tracks (CP B283 to CP B286);
 - New Way (CP B289 to CP W292);
 - Old Way (CP B289 to CP W292);
 - Forwarding Lead (CP B289 to CP W292);
 - Westward Receiving Lead (CP B283 to CP B290).

SI-05 MILEPOST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 285.5 * |

* On Eastbound Departure Track.

NORTH PLATTE TERMINAL SUBDIVISION (0213)

5

SI-08 RULES ITEMS

Rule 3.0: Central Standard Time applies east of CP W291;

Mountain Standard Time applies west of and including CP W291. Signs are displayed.

SSI Rule 7.3 Exception: Restriction "or struck by any car moving under its own momentum:" does not apply to loaded articulated and solid drawbar-connected cars with more than two car bodies.

Rule 9.13.1 Add: 1. Before operating a dual control switch in hand operation, the conductor and engineer must conduct a job briefing which includes a review of the route to be lined, and the number of dual control switch points and frog points to be operated.

2. The engineer must observe the conductor operate all switch point and frog point machines for the route to be used from the locomotive. In the event the engineer is unable to see the conductor from the cab of the locomotive, a second job briefing must be conducted via radio between the engineer and the conductor to insure all switches and frogs are properly lined.

3. After lining all switches and frogs for the route to be used the conductor must double check the alignment of switches and frogs through the route by walking the route back to the first switch machine operated before giving the engineer a signal to proceed.

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

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 Tons

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

North Platte Yard:

South Diesel Servicing Facility: Switches and blue flags at west end of servicing facility located at MP 288.6, and switch and blue flag at east end located at MP 287.4 are controlled by the Outbound Coordinator in the diesel tower radio channel 3636.

Authority for movements into or out of the servicing facility must be obtained from the Outbound Coordinator (located at diesel tower.) When movement is complete over switches and blue flags either in to or out of the servicing facility, the Outbound Coordinator must be immediately contacted to re-establish protection.

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

Authority for movement from the servicing facility (MP 287.4) to south running track must be obtained from the East Tower SYO/Yardmaster. Hostlers and pilots departing servicing facility with power must contact Yard Office Supervisor channel 8181 of departure.

Do not foul west end Diesel Shop Lead, without obtaining permission from Outbound Coordinator. Authority for train movement around south side of diesel shop and servicing facility on South Running Track must be obtained from Outbound Coordinator.

Coupled locomotives: No more than 12 coupled locomotives may be moved to or from the servicing facility or to or from train yard and air must be train lined (exception to the 12 locomotives would be a power transfer to and from North Platte proper.)

Coupled locomotives: No more than 18 coupled locomotives may be moved or switched between east end of locomotive service track (Pits) and west end of locomotive departure tracks, which includes the east end makeup tracks. When handling more than 12 locomotives a second locomotive must have all air lines (MU'ed) to the controlling locomotive for braking power.

Controlling from Lead Unit: When an engine has two or more units, with a controlling unit at each end, operate from the unit in the direction of movement. This is not required when movement is protected by a crew member, that has constant communication with the engineer, positioned on the lead unit in direction of movement.

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

- Belt Tracks (CP B283 to CP B286);
- New Way (CP B289 to CP W292);
- Old Way (CP B289 to CP W292);
- Forwarding Lead (CP B289 to CP W292);
- Westward Receiving Lead (CP B283 to CP B290).

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

Speed Frater and YM4 Switches: Switches located at the following locations are controlled by TTD:

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

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

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

NORTH PLATTE TERMINAL SUBDIVISION (0213)

Manual Interlockings/Control Points: Controlled by North Platte TTD:

- CP B284 - (MP 284.7 - Willow Street)
- CP B290 - (MP 285.4 - Westward Receiving Lead)
- CP B285 - (MP 285.5 - Eastward Departure)
- CP B286 - (MP 286.9 - Westward Coal Leads)
- CP B287 - (MP 286.9 - Westward Coal Yard)
- CP B288 - (MP 287.2 - Coal Running Tracks)
- CP B988 - (MP 287.3 - New Westward Coal Tracks)
- CP W288 - (MP 288.3 - Balloon)
- CP W988 - (MP 288.4 - East End Ewd Run-Thru's)
- CP W290 - (MP 290.4 - West End Ewd Run-Thru's)
- CP W291 - (MP 291.0)
- CP W292 - (MP 291.9)

North Platte - Entering & Departing:

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

Westward Trains Entering: Westward trains must contact YDM before passing CP B283. If YDM does not immediately respond then the TTD will line the train into the track designated by the YDM in RYM. The TTD will bring terminating trains to at least CP B290 Franklin St., and run through trains to CP B286 Forwarding Ld. In no event will a YDM fail to show a track for an inbound train if a track is available.

Westward trains arriving North Platte that have received instructions to yard train in the forwarding yard/west departure yard, by way of either the belt tracks or the receiving lead, must contact the YDM/foreman on radio channel 9628 to determine if any conflicting movements with other trains exist.

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

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

Bad Order Setouts: When setting out bad orders on eastward trains in the extension of the eastward running track, train crews must shove cars west of derail in the extension of the runner.

Radio Display: 3838 Yardmaster, 8181 Crew Disp., 0808 Van Yard, 9628 W.Trim, 4889 W.Run Thru, 1967 E. Run Thru, 3636 Service Trk, 6464 W. Car, 9722 E.Car, 1616 E Hump, 5353 W. Hump, 2626 E. Trim



UP: Timetable, General Orders and Bulletins - General Order Viewer
Timetable, General Orders and Bulletins - Superintendent Bulletin General
Orders

http://www.uprr.com/aboutup/operations/timetable/go_view.cfm

Page Received From Server On: Wed Jul 28 09:54:09 CDT 2004

Wed, July 28, 2004 09:54:07 AM

UNION PACIFIC RAILROAD COMPANY

-----DOCUMENT TEXT-----

NORTH PLATTE AREA TIMETABLE NO. 2

EFFECTIVE OCTOBER 27, 2002

*** NORTH PLATTE TERMINAL SUBDIVISION GENERAL ORDER NO. 7 ***

PURPOSE:

SI-08 RCL Pullback Lead Restrictive Tonnages and Entry Speeds at North
Platte Terminal.

Subdivision information and instructions not modified by this General
Order remain in effect.

EFFECTIVE: 1807, APRIL 23, 2004

CANCELLATIONS:

This order cancels all previous orders for the NORTH PLATTE TERMINAL
Subdivision.

SI-01 - MAIN TRACK AUTHORITY

Delete: CTC between CP B282 and CP B283;
CP W288 and CP W292.

Add: CTC between CP B282 and CP B283; CP W288 and CP W291
Trk.1 and Trk.2; Old Way between CP B289 and
CP W291; Forwarding Lead between CP B289 and
CP W291.

Delete: ABS (other tracks, see map) Old Way between CP B289 and CP
W292 (Westward); New Way between MP 290.8 and CP W292
(Westward); Forwarding Lead between CP 289 and CP W292.

Add: ABS (other tracks, see map) New Way between MP 289.9 and CP W292
(Westward).

SI-02 - MAXIMUM SPEED TABLE

Maximum speed table column for trains designated as "Expedited Freight
Trains" added.

Maximum Speed	MPH	
Between Mileposts	FRT	EXP
282.0 and 291.9		FRT
(Except as Below)	60	70
282.0 and 282.5	55	65
282.5 and 283.0	45	45
283.0 and 291.9 refer to SI-03		

Note: Permanent speed signs will not be displayed for expedited
freight train speeds.

SI-03 - OTHER SPEED RESTRICTIONS

Delete: Between MP 283.0 and MP 291.5 main tracks 35
Add: Between MP 283.0 and MP 290.3 main tracks 35
 Between MP 290.3 and MP 291.9 main tracks EWD 30
 Between MP 290.3 and MP 291.9 main tracks WWD 40

SI-08 - RULES ITEMS

RCL Pullback Lead Restrictive Tonnages and Entry Speeds at North Platte Terminal:

Westbound Hump Yard North Lead Track Restrictive Tonnage is 7,000 tons per locomotive with an entry speed of 10 MPH.

Westbound Hump Yard South Lead Track Restrictive Tonnage is 7,000 tons per locomotive with an entry speed of 10 MPH.

Westbound Trim Yard Lead Track 142 Restrictive Tonnage is 4,000 tons per locomotive with an entry speed of 10 MPH.

Westbound Trim Yard Lead Track 143 Restrictive Tonnage is 4,000 tons per locomotive with an entry speed of 10 MPH.

Coal Yard (West End) Lead Track 100 Restrictive Tonnage is 7,000 tons per locomotive with an entry speed of 10 MPH.

Van Yard (West End) Lead Track 505 Restrictive Tonnage is 7,000 tons per locomotive with an entry speed of 10 MPH.

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

Add:

Rule 35.5.1 Remote Control Area: North Platte is a designated remote control operations area.

Rule 35.6.1 Remote Control Zones: North Platte Yard

Designated RCL Zones:

Zone 1: Located West Hump North Pullback track 142 between MP 288.0 to end of track MP 289.6. West Hump Yardmaster is the supervisor in charge.

Zone 2: Located West Hump South Pullback track 143 between MP 288.0 to MP 289.9. West Hump Yardmaster is the supervisor in charge.

Zone 3: Located Coal Spare Yard Lead between MP 289.7 and MP 289.25 (track 700). West Coal Spare Yard Backchair Yardmaster is the supervisor in charge.

Zone 4: Located West Trim North Pullback between MP 286.8 to end of track MP 285.8. West Trim Yardmaster is the supervisor in charge.

Zone 5: Located West Trim South Pullback between MP 286.8 to end of track MP 285.8. West Trim Yardmaster is the supervisor in charge.

Zone 6: Located Van Yard track 505 between MP 286 and 286.6. West Trim Yardmaster is the supervisor in charge.

Rule 35.6.3: North Platte Yard zones are continuous active.

The Supervisor in Charge will maintain a log of each transfer of active zones. Zones will be kept active by having the last job on duty transfer the active zone to the Supervisor in Charge. The first job of the next shift will receive (including transfer time) the active zone from the Supervisor in charge. Zones may be transferred between

RCO crews. Each time a zone is transferred a job/safety briefing must be conducted with all crew members involved and the Supervisor in Charge.

If it is necessary to deactivate a zone, the zone can only be made active again by the RCO in the zone.

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

SIGNATURE: George R. Jensen

SIGNATURE TITLE: Gen. Superintendent

KEARNEY SUBDIVISION (0210)

Mile Post	Rule 6.3	CP #s	Radio Display: East Grand Island to North Platte - 2424		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
144.6	DT ACS	B145	E. GRAND ISLAND (1.6)	X		
146.2			GRAND ISLAND (0.4)	(M)T	NX147	Yard
146.6		B147	W. GRAND ISLAND (3.3)		NX148	
149.9		B150	CP B150 (EWD. HOLD) (4.6)			
154.5			ALDA (9.8)	T	NX155	
164.3	CTC2MT ACS	B164	WOOD RIVER (2.0)		NX162	S2424
166.3		B166	CORY (2.0)	(11)X	NX166	
168.3		B168	CP B168 (HOLD) (6.8)			
175.1	CTC3MT ACS	B175	GIBBON JCT. (0.5)	(11)X	NX176	Yard
175.6		B176	GIBBON (2.4)	(11)X		
178.0		B178	CARGILL (TRK.3) (3.8)			
181.8		B182	HWY 10 (5.0)	(11)X		
186.8		B187	E. KEARNEY (2.0)	(11)X		
188.8		B189	KEARNEY (TRK. 1) (1.1)			
189.9		B190	W. KEARNEY (8.1)	(11)X		
196.0		B198	ODESSA (7.9)	(11)X	NX198	
205.9		B206	AGREX (TRK. 3) (2.2)			
208.1		B208	SIMONDS (12.9)	(11)X	NX208	
221.0		B221	SPRING CREEK (5.0)	(11)X	NX221	
226.0		B226	W. LEXINGTON (9.5)	(11)X	NX224	
235.5		B235	DARR (2.7)	(11)X	NX233	
238.2		B238	COZAD (TRK. 1) (0.7)		NX238	N14800
238.9		B239	CP B239 (HOLD) (1.8)	TRK.2&3		
240.7		B241	CP B241 (TRK. 1) (5.0)			
245.7		B245	WILLOW ISLAND (7.2)	(11)X	NX243	
252.9		B253	VROMAN (2.7)	(11)X	NX253	
255.6		B256	FARR (TRK. 1) (2.1)	(11)X		N10670
257.7		B258	CP B258 (TRK. 1) (5.6)	(11)X	NX256	
263.3		B263	PAWNEE (10.7)	X	NX263	
274.0		B274	E. KEITH (2.0)	(11)X	NX275	

276.0		B276	W. KEITH (6.0)	(11)X	NX276	
282.0		B282	PLATTE RIVER			
(137.4)						
SI-01 MAIN TRACK AUTHORITY						
CTC between: CP B164 and CP B282.						
Rule 9.14 and 9.15 Between:						
CP B145 and CP B164.						
ACS Between: CP B145 and CP B282.						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed			MPH			
Between Mileposts						
144.6 and 282.0						
(Except as Below)..... 70						
144.6 and 149.3..... 60+						
175.5 and 175.9..... 60						
188.9 and 189.1..... 60						
281.1 and 282.0..... 55						
SI-03 OTHER SPEED RESTRICTIONS						
Maximum Speed			MPH			
1. Thru Sidings & Turnouts						
North Siding Farr 255.6 to 257.7..... 40						
2. Dual Control Switch Turnouts						
CP B164; CP B178; CP B189; CP B206..... 15						
CP B166; CP B175; CP B182; CP B190;						
CP B198; CP B200; CP B208; CP B221;						
CP B226; CP B235; CP B245; CP B253;						
CP B256; CP B258; CP B263; CP B274;						
CP B276..... 40						
CP B176..... 60						
3. Misc. Speed Restrictions (No Exceptions.)						
SI-04 MAIN TRACK DESIGNATIONS						
Two Main Tracks Between: CP B145 and CP B176.						
Three Main Tracks Between: CP B176 and CP B282.						
SI-05 MILEPOST EQUATIONS						
At Gibbon Jct,						
MP 175.12 Trk.2 = MP 287.84 Trk.1 Marysville Sub.						
At Gibbon, Trk. 2						
MP 175.70 Trk.2 = MP 288.42 Trk.2 Marysville Sub.						
At Gibbon, Trk. 3						
MP 175.55 Trk.3 = MP 288.59 Trk.2 Marysville Sub.						
SI-06 DTC BLOCK LIMITS - None.						
SI-07 ITEM 13 TRAIN DEFECT DETECTORS						
@ 151.2	@ 227.0					
@ 165.7	@ 243.2					
@ 183.0	@ 261.0					
@ 197.0 No3	269.5 **					
@ 197.4 No1&2	@ 276.2					
@ 210.8						
** Note : Acoustical Bearing Detector						

KEARNEY SUBDIVISION (0210)

9

SI-08 RULES ITEMS

Rule 13.1.4 Exception: Non-Equipped engines may be operated between the following locations on both main tracks: MP 144.0 and MP 150.0. Absolute Block must be established per Rule 11.1 and all movements made at Restricted Speed, Rule 6.27.

Rule 6.23: Add to SSI-item 10-A-Rule 6.23(3): Applies to empty unit coal train operating where there are no heat restriction bulletins in effect.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Shelton	169.9	NX170
Optic E.....	179.8	NX180
Kearney	189.1	NX189
Elm Creek	204.3	NX205
Josselyn	217.9	NX218
Lexington	224.4	NX224
Frito Lay	247.9	NX248
Gothenburg	248.8	NX249
Maxwell E.....	270.3	NX271

SI-11 INDUSTRIAL LEADS

River Industrial Lead: Grand Island to River
MP 18.4 KG119, 3.9 miles.

Kearney Industrial Lead: Kearney to MP 3.8,
3.8 miles.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 Tons

Maximum speed for loaded coal and grain trains:
If TCS Consist Allows: Maximum speed for loaded coal and grain trains not exceeding 120 cars and not exceeding 134 tons per operative brake is 60 MPH. If either the total car limit or TPOB limit is exceeded, the maximum speed is reduced to 50 MPH.

SI-13 TRAIN MAKE-UP RESTRICTIONS

Alda - Ordnance Track - Six axle locomotives allowed to enter ordnance plant track a sufficient distance to couple train together but at no time are they allowed past the Wye Switch located inside the plant facility.

SI-14 MISC. INSTRUCTIONS

When moving against the current of traffic over the following public crossings protected by automatic crossing signals or by gates, crew member must be on ground at the crossing to warn traffic until crossing is occupied, unless a crossing watchman is on duty. This does not modify requirements of Rule 6.32.2.

MP 149.1 Webb Road;
MP 154.9 County Road;
MP 161.7 County Road;
MP 162.4 Wood River,
MP 162.7 Wood River,
MP 169.2 Shelton.

Manual interlocking switches located at Grand Island; East and west end, south one.

ACS Test Loops Located:

Grand Island
Kearney
Lexington
Gothenburg



UP: Timetable, General Orders and Bulletins - General Order Viewer
Timetable, General Orders and Bulletins - Superintendent Bulletin General
Orders

http://www.uprr.com/aboutup/operations/timetable/go_view.cfm
Page Received From Server On: Wed Jul 28 09:54:40 CDT 2004

Wed, July 28, 2004 09:54:38 AM

UNION PACIFIC RAILROAD COMPANY

-----DOCUMENT TEXT-----
COUNCIL BLUFFS AREA TIMETABLE NO. 2
EFFECTIVE JUNE 04, 2000
*** KEARNEY SUBDIVISION GENERAL ORDER NO. 19 ***

PURPOSE:

SI-02 Add speed restriction between MP 175.5 and MP 175.9.
Information and instructions for this subdivision not modified by this
General Order remain in effect.

EFFECTIVE: 1122, OCTOBER 21, 2003

CANCELLATIONS:

This order cancels all previous orders for the KEARNEY Subdivision.

SI-00 - STATION MILES

Delete CP B168 as shown.

166.3		B166	CORY (11)X (8.8)	NX166	
175.1		B175	GIBBON JCT (11)X 0.5	NX176	Yard

ADD:

MILE POST	RULE	CP #'S	STATIONS	STATION #'S
156.3	DT ACS	B156	CP B156 (WWD HOLD) (1.8) TRK.1	
159.1		B159	CP B159 (EWD HOLD) (2.8) TRK.2	
261.4	CTC3MT ACS		BRADY (3.7)	NX262
268.1	CTC3MT ACS	B268	CP B268 (HOLD) (5.9)	

SI-02 - MAXIMUM SPEED TABLE

Add speed restriction between MP 175.5 and MP 175.9 as shown.

MAXIMUM SPEED TABLE CHANGED AS FOLLOWS:

MAXIMUM SPEED Between Mile Posts	MPH	
	FRT	EXP
144.6 and 282.0 (Except as Below)	70	75
144.6 and 149.3	60+	65
175.5 and 175.9	60	60
188.9 and 189.1	60	65
281.1 and 282.0	55	65

Note: Permanent speed signs will not be displayed for expedited freight train speeds.

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

SI-03 - OTHER SPEED RESTRICTIONS

2. Dual Control Switch Turnouts

Add: CP B187 40

SI-07 - ITEM 13 TRAIN DEFECT DETECTORS

Effective 1000 March 18, 2003 the following dragging equipment detectors (talk on defect only "%") will be placed in service on Track 2 and Track 3.

Add: % 189.7 Trk.2 and Trk.3
 % 203.7 Trk.2 and Trk.3
 % 216.8 Trk.2 and Trk.3
 % 235.3 Trk.2 and Trk.3
 % 268.0 Trk.2 and Trk.3

.....
 Add: (@) 252.5 Trk.1 and Trk.2

SI-08 - RULES ITEMS

Rule 6.25 Addition:

Trains and Engines may move against the Current of Traffic on signal indication from CP B145 (MP 144.6) to CP B150 (MP 149.8). Movements must be made at restricted speed.

Rule 5.8.2 (11):

An Automatic Horn System (AHS) is in service at MP 189.0 (Central Ave) and MP 189.3 (5th Ave.) with Indicator Lights on both sides.

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

When indicator lights "X" are flashing at the above locations, this will acknowledge the system is working properly and it is not necessary to sound whistle signal 5.8.2(11). However, this will not apply when there is a need to warn pedestrians or vehicular traffic unaware of an approaching train or engine, and their attention cannot be attracted by the ringing of the bell per Rule 5.8.1. If the indicator lights "X" are not flashing as the train approaches the crossing the whistle must be sounded.

SI-11 - INDUSTRIAL LEADS

ADD UNDER RIVER INDUSTRIAL LEAD: MAXIMUM GROSS WEIGHT: 143 TONS

SI-12 - TONNAGE RESTRICTIONS/TPOB

Delete: Maximum speed for loaded coal and grain trains: If TCS Consist Allows: Maximum speed for loaded coal and grain trains not exceeding 120 cars and not exceeding 134 tons per operative brake is 60 MPH. If either the total car limit or TPOB limit is exceeded, the maximum speed is reduced to 50 MPH.

Add: Maximum speed for loaded grain trains: If TCS Consist Allows: Maximum speed for loaded grain trains not exceeding 120 cars and not exceeding 134 tons per operative brake is 60 MPH. If either the total car limit or TPOB limit is exceeded, the maximum speed is reduced to 50 MPH.

Note: Cars loaded with coal removed from this exception

SI-14 - MISCELLANEOUS INSTRUCTIONS

WHEN MOVING AGAINST THE CURRENT OF TRAFFIC :

DELETE: MP 169.2 SHELTON

.....
ACS TEST LOOPS Located:

ADD: ELM CREEK
OVERTON

SIGNATURE: George R. Jensen
SIGNATURE TITLE: Gen. Superintendent

Glossary of Selected Railroad Terms

Angle Bar

Metal bar that is bolted to the ends of two rails to fasten them together.

Ballast

Material (gravel, slag or other heavy material) selected for placement on the roadbed for the purpose of holding the track in line and at surface. Ballast preferably consists of hard particles easily handled in tamping, which distributes the load, drains well and resists plant growth.

Ballast Deck Bridge

A bridge with a solid floor provided with drains supporting a standard track with ballast.

Centralized Traffic Control (CTC)

A computerized system that uses remote controls to change signals and switches along a designated portion of railroad track.

Compression Strength

The maximum compressive stress which a material is capable of sustaining without permanent deformation.

Continuous Welded Rail

Rails welded together in lengths of 400ft. or more.

Controlled Point (CP)

A station designated in the Timetable where signals are remotely controlled from a control station.

Crib

The lateral space between two railroad ties.

Cross Level

The distance one rail is above or below another. This should not be confused with superelevation on curves.

Crossover

A track connection between two adjacent (usually parallel) tracks. When a train moves from one track to the other it "crosses over."

Diamond

A special track work item that allows two railroad tracks to cross each other at a grade.

Distributed Power Trains (DPU)

Trains that have a remotely controlled locomotive embedded within the train. This allows for higher tonnage trains as the drawbar tensions are lower than an equivalent train with head-end power only.

Dragging Equipment Detector

An electronic trackside detection system that identifies unusual conditions such as a brake rigging down, lading down or dragging alongside car, and chains or straps dragging along the ground.

Guard Rail

A rail or other structure laid parallel with the running rails of track to prevent wheels from being derailed; or to hold wheels in correct alignment to prevent their flanges from striking the points of turnout or crossing frogs or points of switches.

HAL

Heavy Axle Load.

Insulated Rail Joint

A rail joint which arrests the flow of electric current from rail to rail as at the end of a track circuit by means of nonconductors separating rail ends and other metal parts.

Joint Bar

Short pieces of steel used to join rail ends in railroad track. A Joint Bar is placed on each side of the sections to be joined. Three holes are drilled into each end of the Joint Bar and also through both ends of the track sections. Six bolts with locking washers are fastened through the holes to join the sections. Joint Bars are also used to make temporary repairs to broken sections of rail until it can be replaced.

KIP

A unit of weight or force equal to 1,000 pounds.

Lateral Motion

The motion crosswise of the track, of all car parts except the wheels and axles. This lateral motion, or end play, results from the flexibility which must be provided in the truck structure in order to permit easy and safe negotiation of track curves.

One Spot

A car or locomotive repair shop designated so that the units of rail equipment to be repaired are moved progressively through the shop to various positions where specified work is to be done. Rip tracks designated with a single repair position equipped with modern jacking equipment, air, oxygen, and acetylene lines, lifting devices, and other time-saving equipment are sometimes referred to as "spot shops," or "one spots."

Rail Bond

An electrical conductor for bridging joints between rails for the purpose of carrying electrical current as part of a track circuit.

Rail Joint

A fastening designed to unite abutting ends of contiguous rails.

Ribbon Rail

Continuous welded rail, laid in $\frac{1}{4}$ mile lengths then welded end to end to make a continuous length.

Rip Track

A small rail car repair facility, often a single track in a small yard. Name derived from "Repair, Inspect and Paint."

Ruling Grade

The particular point on the run at which the combination of grade and curve resistance makes the train pull hardest and, therefore, "rules" how heavy a load can be given to the locomotive.

Screw Spike (Coach Screw)

A cylindrical threaded spike, designed to be turned with a special wrench into holes bored in ties, to secure rails or act as a tie plate holder in tie plates.

Slide Fence

A wire fence which is placed along trackage to warn of rock slides. If the fence is activated, it changes the aspect of the signals governing the block to Stop.

Stress

A term used in engineering to denote force per unit of area in structural members, expressed commonly in nits of lbs. Per sq. inch, and abbreviated psi. Stresses are classified by the type of reaction they produce in the fibers of the material they affect. Tensile stress tends to pull apart, compressive stress tends to press together, and sheer stress tends to slide paralalled adjacent surfaces against each other in opposite directions.

Stringer

A longitudinal member of a bridge deck usually designed to be a floor support.

Subgrade

The finished surface of the roadbed below the ballast and track.

Superelevation

The vertical distance the outer rail is raised above the inner rail on curves to resist the centrifugal force of moving trains.

Sun Kink

A section of rail that elongates and bends out of alignment due to heat expansion.

Tamper

A power driven machine for compacting ballast under ties.

Tangent Track

Straight track with no curves.

Tie Plate

A metal plate at least 6 inches wide and long enough to provide a safe bearing area on the tie, with a shoulder to restrain outward movement of the rail.

Thermit Weld

A weld made by pouring molten materials into the gap between rail end which fuses to the rail ends, eliminating the need for joint bars.

Track Bolt

A bolt with a button head and oval; or elliptical neck, and a threaded nut designed to fasten together rails and joint bars.

Track Circuit

A electrical circuit of which the rails of the track conduct electricity within a signalling system.

Track-Train Dynamics

The study of the motions and resulting forces that occur during the movement of a train over a track under varying conditions, grades, curves and train handling.

Truck Hunting

A lateral instability of a truck, generally occurring at high speed, and characterized by one or both wheel sets shifting from side to side with the flanges striking the rail. The resulting motion of the car causes excessive wear in car and truck components, and creates potentially unsafe operating conditions.

TTCI

Transportation Technology Center Incorporated.

Turnout

A set of tracks that connect the main track to a siding or rail yard. A turnout allows the train to move on or off the main track.

Turnout Number

The ratio of the length of the tangent track to an equal unit of space between the tangent track and a point on the connected track.

Washout

An erosion of the permanent roadbed by storm or flood to such an extent as would cause delay of trains, or endanger traffic.

Welded Rail

Sections of railroad rail, welded rather than bolted, into lengths normally at least $\frac{1}{4}$ mile long.

Wheel Flange

A projecting edge or rim on the circumference of the wheel to keep it on the rail.

Wye

A track shaped like the letter "Y", but with a connector between the two arms of the "Y". A wye is used to reverse the direction of trains or cars. A train pulls completely through one leg of the wye, the switch is thrown and reverses the direction, allowing the movement across the semi-loop track of the wye, and the train is then headed in the opposite direction.

THE PRB CHALLENGE

- * Growing demand for PRB coal**
- * Huge financial requirements:**
 - * Reinvest in and maintain infrastructure**
 - * Expand capacity**
 - * Meet unanticipated costs of heavy-axle shipments**
 - * Address competing demands for capital**
- * Inadequate returns on rail investment**

CAN RAILROADS JUSTIFY NEEDED INVESTMENTS?