



PB-27025

# UNION PACIFIC RAILROAD

## DENVER AREA

### TIMETABLE #1

**Effective 0001 Sunday, October 25, 1998**

D. J. Duffy, Executive Vice President - Operations  
S. R. Barkley, Vice President - Southern Region  
M. F. Kelly, Vice President - Northern Region  
J. L. Verhaal, Vice President - Western Region  
J. H. Koch, Vice President - Field Operations  
W. E. Wimmer, Vice President - Engineering  
S. J. McLaughlin, Vice President - Quality and Process Improvement  
J. J. Damman, Vice President - Harriman Dispatching Center  
G. L. Fletcher, Vice President - Risk Management  
J. M. Santamaria, Chief Mechanical Officer - Locomotives  
J. N. Vargason, Chief Mechanical Officer - Cars  
R. S. Kenyon, General Director Safety  
J. C. Klaus, General Director Operating Practices

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**This document supersedes:**

Union Pacific Railroad System Timetable 2, effective Oct. 29, 1995

Southern Pacific Lines Timetables 1  
Western, Southern & Central Regions, effective April 14, 1996

### EXPLANATION OF CHARACTERS

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

### OTHER AVAILABLE REFERENCE MATERIAL FROM DATA DOCUMENTS

Area #	Area Name	TimeTable Item #	Area Profile Item #
1	Portland	PB-27020	PB-27050
2	Salt Lake	PB-27021	PB-27051
3	Roseville	PB-27022	PB-27052
4	Los Angeles	PB-27023	PB-27053
5	El Paso	PB-27024	PB-27054
6	Denver	PB-27025	PB-27055
7	North Platte	PB-27026	PB-27056
8	Council Bluffs	PB-27027	PB-27057
9	Kansas City	PB-27028	PB-27058
10	Salina	PB-27029	PB-27059
11	Iowa	PB-27030	PB-27060
12	Twin Cities	PB-27031	PB-27061
13	Chicago	PB-27032	PB-27062
14	St. Louis	PB-27033	PB-27063
15	North Little Rock	PB-27034	PB-27064
16	Dallas/Ft. Worth	PB-27035	PB-27065
17	Houston	PB-27036	PB-27066
18	San Antonio	PB-27037	PB-27067
N/A	All Area 3 Hole Singles	PB-27038	
	3" Binder	PB-27019	
	Area Tabs (19 ea)	PB-27018	
	System Special Instructions	PB-27015	

## DENVER AREA

SUBDIVISION / INDUSTRIAL LEAD NAME :	PAGE
ALAMOSA (702).....	8
ANTONITO (703).....	10
Belt Line Industrial Lead:.....	18
Boettcher Industrial Lead:.....	4
Boulder Industrial Lead:.....	2
COLORADO SPRINGS (700).....	6
CRAIG (722).....	26
Craig Industrial Lead:.....	26
Empire Industrial Lead:.....	26
Energy Industrial Lead:.....	26
FORT COLLINS (713).....	4
GLENWOOD SPRINGS (727).....	28
GREELEY (710).....	2
Leadville Industrial Lead:.....	12
LIMON (715).....	5
MOFFAT TUNNEL (719).....	18
Monfort Industrial Lead:.....	2
Montrose Industrial Lead:.....	31
NORTH FORK (730).....	31
Rocky Flats Industrial Lead:.....	18
TENNESSEE PASS (705).....	12
Ute Industrial Lead:.....	26

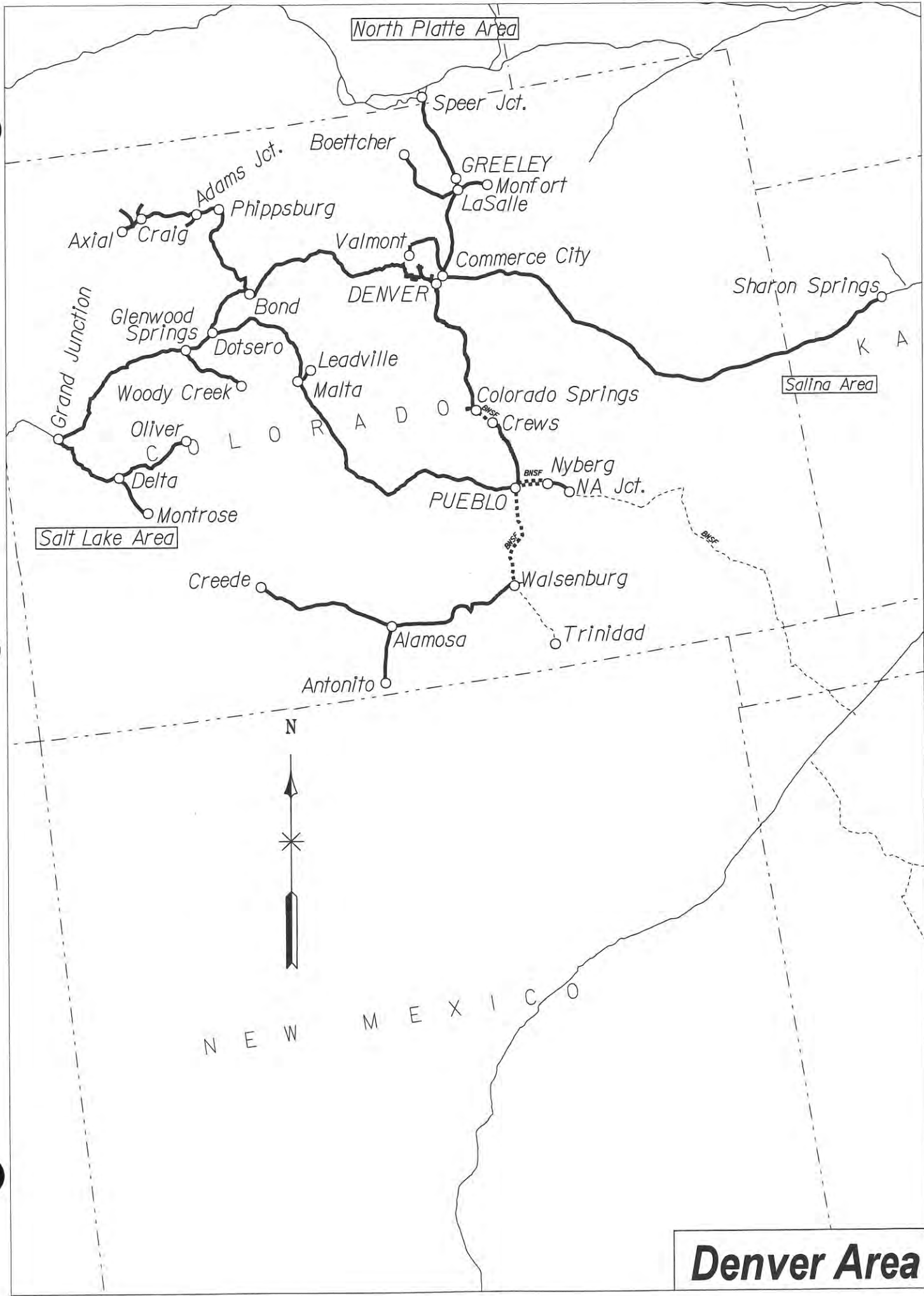
## DENVER AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
10TH STREET		GLENWOOD SPRINGS	28	DENVER UNION		GREELEY	2
36TH STREET	WD64	GREELEY	2	TERMINAL			
ADAMS	MJ471	CRAIG	26	DERRICK	WD33	ALAMOSA	8
ADAMS	WD64	GREELEY	2	DORSEY	MJ492	CRAIG	26
ADOBE	MJ028	TENNESSEE PASS	12	DOS	KP847	GLENWOOD SPRINGS	28
AGATE	KP572	LIMON	5	DOTSERO	KP791	TENNESSEE PASS	12
AGRO	WD37	ALAMOSA	8	DOTSERO	KP791	GLENWOOD SPRINGS	28
AKIN	KP871	GLENWOOD SPRINGS	28	DRY CREEK		TENNESSEE PASS	12
ALAMOSA	WD38	ALAMOSA	8	E. PHIPPSBURG		MOFFAT TUNNEL	18
ALAMOSA	WD38	ANTONITO	10	EAST PORTAL	KP689	MOFFAT TUNNEL	18
ALLEN	KP797	GLENWOOD SPRINGS	28	EAST YARD	KP895	GLENWOOD SPRINGS	28
AMERICUS	MJ125	TENNESSEE PASS	12	EMPIRE	MJ609	CRAIG	26
ANTONITO	WD12	ANTONITO	10	EMPIRE JCT.	MJ610	CRAIG	26
AROYA	KP508	LIMON	5	ESTRELLA	WD10	ANTONITO	10
ARVADA	KP646	MOFFAT TUNNEL	18	EVANS	MJ501	CRAIG	26
AULT	WD70	GREELEY	2	FIR	WD42	ALAMOSA	8
AVON	MJ189	TENNESSEE PASS	12	FLAT	KP732	MOFFAT TUNNEL	18
AXIAL	MJ627	CRAIG	26	FLORENCE	MJ032	TENNESSEE PASS	12
AZURE	KP750	MOFFAT TUNNEL	18	FORT COLLINS	WF82	FORT COLLINS	4
BELDEN	MJ177	TENNESSEE PASS	12	FOX JCT.	KP641	MOFFAT TUNNEL	18
BELTLINE CONN		GREELEY	2	FRASER	KP701	MOFFAT TUNNEL	18
BENNETT	KP609	LIMON	5	FRUITVALE	KP893	GLENWOOD SPRINGS	28
BLANCA	WD40	ALAMOSA	8	FT. GARLAND	WD40	ALAMOSA	8
BNSF CROSSING		FORT COLLINS	4	GLENWOOD	KP810	GLENWOOD SPRINGS	28
BOETTCHER	WF83	FORT COLLINS	4	GOODNIGHT	MJ003	TENNESSEE PASS	12
BOND	KP768	MOFFAT TUNNEL	18	GORE	KP745	MOFFAT TUNNEL	18
BOND	KP768	GLENWOOD SPRINGS	28	GRANBY	KP715	MOFFAT TUNNEL	18
BOUNTIFUL	WD11	ANTONITO	10	GRAND JCT.	KP898	NORTH FORK	31
BRIDGEPORT	MJ817	NORTH FORK	31	GRAND JCT.	KP898	GLENWOOD SPRINGS	28
BRIGHTON	WD65	GREELEY	2	GRAND VALLEY	KP852	GLENWOOD SPRINGS	28
BROWN CANON	MJ103	TENNESSEE PASS	12	GREELEY	WD69	GREELEY	2
BYERS	KP597	LIMON	5	GRIZZLY	KP804	GLENWOOD SPRINGS	28
C&S JCT.	KP645	MOFFAT TUNNEL	18	GWR CROSSING		FORT COLLINS	4
CAMEO	KP880	GLENWOOD SPRINGS	28	HANNA	WD34	ALAMOSA	8
CANON CITY	MJ041	TENNESSEE PASS	12	HAWKSNEST	MJ945	NORTH FORK	31
CARR	WD72	GREELEY	2	HAYBRO		CRAIG	26
CEDAR POINT	KP563	LIMON	5	HAZELTINE	WD65	GREELEY	2
CHACRA	KP818	GLENWOOD SPRINGS	28	HENRY	WD10	ANTONITO	10
CLAY	KP660	MOFFAT TUNNEL	18	HOBSON	MJ020	TENNESSEE PASS	12
CLIFF	KP676	MOFFAT TUNNEL	18	HOTCHKISS	MJ925	NORTH FORK	31
CLIFFORD	KP526	LIMON	5	HUGO	KP536	LIMON	5
CLIFTON	KP891	GLENWOOD SPRINGS	28	JIM	KP447	LIMON	5
CONVERSE	MJ934	NORTH FORK	31	KELIM	WF80	FORT COLLINS	4
COTOPAXI	MJ072	TENNESSEE PASS	12	KIT CARSON	KP488	LIMON	5
CP 1666		MOFFAT TUNNEL	18	KOBE	MJ144	TENNESSEE PASS	12
CP 1756		CRAIG	26	KREMMLING	KP743	MOFFAT TUNNEL	18
CRAIG	MJ502	CRAIG	26	LA FRUTO	WD10	ANTONITO	10
CRATER	MJ410	MOFFAT TUNNEL	18	LA JARA	WD11	ANTONITO	10
CREEDE	WD31	ALAMOSA	8	LA SALLE	DT687	FORT COLLINS	4
CRESCENT	KP670	MOFFAT TUNNEL	18	LA SALLE	WD68	GREELEY	2
DAWSON	MJ481	CRAIG	26	LA VETA	WD44	ALAMOSA	8
DEBEQUE	KP865	GLENWOOD SPRINGS	28	LACY	KP840	GLENWOOD SPRINGS	28
DEL NORTE	WD35	ALAMOSA	8	LEYDEN	KP651	MOFFAT TUNNEL	18
DELL	KP781	GLENWOOD SPRINGS	28	LIMON	KP551	LIMON	5
DELTA	MJ842	NORTH FORK	31	LUCERNE	WD69	GREELEY	2
DENT	WF68	FORT COLLINS	4	MALTA	MJ151	TENNESSEE PASS	12
DENVER UNION DEPOT		MOFFAT TUNNEL	18	MESA		LIMON	5
DENVER UNION STATION	WD63	COLORADO SPRINGS	6	MILLIKEN	WF80	FORT COLLINS	4
				MINNEQUA	WD51	ALAMOSA	8

## DENVER AREA

Station Name	Circ7 #	Subdivision	Page #
MINTURN	MJ182	TENNESSEE PASS	12
MONTE VISTA	WD36	ALAMOSA	8
NA JCT.		TENNESSEE PASS	12
NATHROP	MJ113	TENNESSEE PASS	12
NEWCASTLE	KP822	GLENWOOD SPRINGS	28
NORTH YARD	KP643	MOFFAT TUNNEL	18
NUNN	WD71	GREELEY	2
OCCIDENTAL	WD44	ALAMOSA	8
PALISADE	KP885	GLENWOOD SPRINGS	28
PANDO	MJ169	TENNESSEE PASS	12
PAONIA	MJ933	NORTH FORK	31
PARKDALE	MJ052	TENNESSEE PASS	12
PARMA	WD37	ALAMOSA	8
PAYNE	MJ913	NORTH FORK	31
PHIPPSBURG	MJ439	MOFFAT TUNNEL	18
PHIPPSBURG	MJ439	CRAIG	26
PLAIN	KP664	MOFFAT TUNNEL	18
PLATTEVILLE	WD67	GREELEY	2
PLEASANT SPUR	WD36	ALAMOSA	8
PORTLAND	MJ026	TENNESSEE PASS	12
PRINCETON	MJ132	TENNESSEE PASS	12
PROSPECT	KP640	MOFFAT TUNNEL	18
PUEBLO	MX905	ALAMOSA	8
PUEBLO	MX905	TENNESSEE PASS	12
PUEBLO JCT.		COLORADO SPRINGS	6
PUEBLO JCT.	MX905	TENNESSEE PASS	12
PULLMAN	KP638	LIMON	5
PULLMAN JCT.		GREELEY	2
RADIUM	KP755	MOFFAT TUNNEL	18
RANGE	KP786	GLENWOOD SPRINGS	28
RIFLE	KP836	GLENWOOD SPRINGS	28
ROCKY	KP657	MOFFAT TUNNEL	18
ROGERS MESA	MJ920	NORTH FORK	31
ROLLINS	KP681	MOFFAT TUNNEL	18
ROMEO	WD12	ANTONITO	10
ROUBIDEAU	MJ837	NORTH FORK	31
SABLE	KP631	LIMON	5
SAGE	MJ212	TENNESSEE PASS	12
SALIDA	MJ096	TENNESSEE PASS	12
SAND CREEK	WD64	GREELEY	2
SHARON SPRINGS	KP430	LIMON	5
SHOSHONE	KP800	GLENWOOD SPRINGS	28
SIDNEY	MJ455	CRAIG	26
SIERRA	WD42	ALAMOSA	8
SILT	KP829	GLENWOOD SPRINGS	28
SOMERSET	MJ943	NORTH FORK	31
SOUTH FORK	WD33	ALAMOSA	8
SOUTHERN JCT.	WD50	ALAMOSA	8
SPEER	WS51	GREELEY	2
SPEER JCT.	WS51	GREELEY	2
SPIKEBUCK	MJ056	TENNESSEE PASS	12
STEAMBOAT	MJ462	CRAIG	26
SUGAR JCT.	WD37	ALAMOSA	8
SULPHUR	KP725	MOFFAT TUNNEL	18
SWALLOWS	MJ011	TENNESSEE PASS	12
SWISSVALE	MJ088	TENNESSEE PASS	12
TABERNASH	KP705	MOFFAT TUNNEL	18
TENNESSEE PASS	MJ161	TENNESSEE PASS	12
TERROR CREEK	MJ938	NORTH FORK	31

Station Name	Circ7 #	Subdivision	Page #
TEXAS CREEK	MJ065	TENNESSEE PASS	12
TOLLAND	KP686	MOFFAT TUNNEL	18
TOPONAS	MJ423	MOFFAT TUNNEL	18
TROUBLESOME	KP737	MOFFAT TUNNEL	18
TUNNEL	KP876	GLENWOOD SPRINGS	28
UNA	KP857	GLENWOOD SPRINGS	28
UTAH JCT.	KP644	MOFFAT TUNNEL	18
UTE JCT.	MJ604	CRAIG	26
VALLIE	MJ078	TENNESSEE PASS	12
VOLCANO	MJ414	MOFFAT TUNNEL	18
WAGON WHEEL GAP	WD32	ALAMOSA	8
WALSENBURG	WD46	ALAMOSA	8
WASSON	WD31	ALAMOSA	8
WATKINS	KP618	LIMON	5
WESKAN	KP442	LIMON	5
WEST ELK	MJ944	NORTH FORK	31
WEST PHIPPSBURG		CRAIG	26
WHITE WATER	MJ813	NORTH FORK	31
WINTER PARK	KP696	MOFFAT TUNNEL	18
WOLCOTT	MJ199	TENNESSEE PASS	12
YARMONY	KP762	MOFFAT TUNNEL	18
ZINZER	WD37	ALAMOSA	8



**Denver Area**

# GREELEY SUBDIVISION (710)

Mile Post	Rule 6.3	CP #s	Radio Display: Speer to Denver Union Terminal - 2424		Sta. #s	Siding Feet	
			SOUTH ▼ STATIONS ▲	NORTH ▲ STATIONS ▼			
98.6	CTC	W518	SPEER (0.9)		WS518		
97.7		W098	SPEER JCT. (11.5)		T WS517		
86.2		W086	CARR (13.2)		B	WD726	7716
86.2		W085					
73.0		W073	NUNN (9.3)			WD712	8250
71.2		W071					
63.7		W064	AULT (7.0)			WD703	8206
62.0		W062					
55.7		W056	LUCERNE (3.2)			WD696	
54.2		W054					
52.5		W053	GREELEY (6.2)			WD692	8349
50.7		W051					
47.2		W047	LA SALLE (10.7)		BT	WD687	8800
45.3		W045					
35.6		W036	PLATTEVILLE (14.9)			WD675	8299
33.9	W034						
20.7	W021	BRIGHTON (7.7)			WD659	8203	
19.0	W019						
13.0	W013	HAZELTINE (6.8)			WD652	8232	
11.3	W011						
6.2	W006	ADAMS (1.3)		Y	WD646		
4.9	YL 2MT	W005	SAND CREEK (0.9)		Y WD645		
					(X)BNSF(M)		
4.0			BELTLINE CONN (1.8)		Y		
2.2			PULLMAN JCT. (0.5)		TY		Yard
1.7			36TH STREET (1.7)		BY	WD640	
0.0			DENVER UNION TERMINAL	TY			

(98.6)

### SI-01 MAIN TRACK AUTHORITY

**CTC** Between MP 98.6 and MP 4.8.  
**Yard Limits** Between MP 6.2 and MP 0.0.

### SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mile Posts	PSGR	FRT
98.6 and 0.0	70	60
(Except as Below).....	40	40
98.5 and 97.8 (both legs wye) ....	25	25
97.8 and 97.7 .....	60	50
97.7 and 96.1 .....	65	60
68.0 and 66.0 .....	60	45
59.3 and 58.8 .....	20+	20+
52.4 and 50.8 .....	60	50
50.8 and 46.9 .....	20+	20+
46.9 and 45.9 .....	50+	50+
26.3 and 25.2 .....	50+	50+
20.0 and 17.9 .....	35+	35+
6.6 and 3.0 .....	20	20
3.0 and 0.0 .....		

### SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts (No Exceptions.)</b>	
<b>2. Dual Control Switch Turnouts</b>	
<b>3. Misc. Speed Restrictions</b>	
Yard 04, Track 190 East or Back Leg of the Wye.....	10
Between CPW 517 and CPW 518.....	30

### SI-04 MAIN TRACK DESIGNATIONS

**ABS** Between MP 4.8 and MP 2.9 - Trk. 2.  
**Two Main Tracks** Between MP 4.8 and MP 0.0.

### SI-05 MILE POST EQUATIONS - None.

### SI-06 DTC BLOCK LIMITS - None.

### SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 82.0  
(#) 57.5  
(#) 28.4

### SI-08 RULES ITEMS

**Rule 8.3** No normal position for switches between MP 4.8 and MP 0.0.  
**ACS Test Loops** MP 96.9 to CP W098 northbound; MP 46.1 TK500 at La Salle.

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

### SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Dover .....	77.0	WD717
Pierce .....	66.7	WD707
Eaton .....	58.8	WD700
Gill .....	54.6	WD694
Garden City .....	49.8	WD690
Evans .....	48.3	WD689
Gilcrest .....	40.3	WD680
Ione .....	30.3	WD671
Lupton .....	25.8	WD666
Powars .....	22.8	WD663
Henderson .....	14.1	WD655
Rolla .....	10.6	WD650
TMSI .....	9.4	
L.G. Everist .....	8.8	
Dupont .....	8.2	WD648

# GREELEY SUBDIVISION (710)

**SI-11 INDUSTRIAL LEADS**

**Boulder Industrial Lead:** Sand Creek to Valmont 33.0 miles.

At Sand Creek while standing, trains must not block Brighton Blvd.

Business Tracks	MP	Sta.#'s
Northglen E.....	6.7	WF652
Eastlake .....	9.0	WF654
St. Vrains .....	17.1	WF663
David Joseph W.....	19.1	WF610
Valmont E.....	33.0	WF624

**Monfort Industrial Lead:** 10.9 miles, La Salle MP 150.9 to MP 140.0.  
Maximum Speed - 20 MPH except between MP 140.0 and MP 139.0 - 10 MPH.

Highway crossing warning device signals on Highway 34, at MP 141.28, near Kersey, Colorado. These signals are located at MP 141.26 and MP 141.30 on the left side of the track as viewed from an approaching train. Trains must approach these signals prepared to stop. If signal displays stop, this is an indication that auto traffic warning devices have not been activated and movement must be preceded by a flagman over the highway crossing. If signal displays clear, auto traffic warning devices have been activated and movement need not be preceded by a flagman over the highway crossing.

Business Tracks	MP	Sta.#'s
Monfort T.....	140.3	NJ505
Kersey .....	143.1	NJ508
La Salle T.....	150.9	WD687

**SI-12 TONNAGE RESTRICTIONS/TPOB**

**Maximum gross weight** - 158 tons.

**Tonnage/Speed Restrictions:** Freight Trains Southward Speer Jct. (CP W098) to Carr (CP W086).

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
60-79	Over 500	30 MPH
80-99	500 or less	35 MPH
	500+ to 1000	30 MPH
	Over 1000	20 MPH
100 & Over	500 or less	30 MPH
	Over 500	20 MPH

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

**SI-14 MISC. INSTRUCTIONS**

**Locomotive Tonnage Ratings Guideline**

Locomotive Tonnage Ratings Guideline			
	Greeley to Speer		
GP30 GP35 GP38 B23-7 B30-7 B36-7	1080		
GP40	1610		
GP40M	1900		
SD40 SD45 GP60 B40/ B39	2420		
MX SD70 SD40M	2850		
SD70 C44-9	3990		
AC less than 6000 HP	4750		
AC 6000 HP or more	5100		



# FORT COLLINS SUBDIVISION (713)

Mile Post	Rule 6.3	CP #s	Radio Display: La Salle to Boettcher -2424		Sta. #s	Siding Feet
			WEST ▼ STATIONS ▲	EAST ▲		
0.0	YL		LA SALLE (7.0)	BY	DT687	
7.0			DENT (2.0)	TY	WF683	
9.0			MILLIKEN (7.0)	Y	WF802	
16.0	TWC		GWR CROSSING (0.4)	(X)(S)		
16.4			KELIM (16.0)		WF809	
32.4	YL		FORT COLLINS (0.1)	TY	WF825	
32.5			BNSF CROSSING (4.8)	(X)(S)Y		
37.3			BOETTCHER	Y	WF830	

(37.3)

**SI-01 MAIN TRACK AUTHORITY**

**TWC** Between MP 10.0 and MP 29.5.  
**Yard Limits** Between MP 0.0 and MP 10.0;  
 MP 29.5 and MP 37.3.

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed	MPH
Between Mile Posts 0.0 and 37.3	
(Except as Below).....	40
0.0 and 7.0 .....	20
7.0 and 7.4 Wye .....	15
10.0 and 29.5 .....	30
16.0 (GWRR Crossing) .....	10
16.9 (HWY 34 Crossing) .....	20
29.5 and 30.7 .....	10
30.7 and 31.2 .....	5+
31.2 and 37.3 .....	10

**SI-03 OTHER SPEED RESTRICTIONS**

- | Maximum Speed                                    | MPH |
|--|-----|
| 1. Thru Sidings & Turnouts (No Exceptions.)      |     |
| 2. Dual Control Switch Turnouts (No Exceptions.) |     |
| 3. Misc. Speed Restrictions (No Exceptions.)     |     |

**SI-04 MAIN TRACK DESIGNATIONS - None.**

**SI-05 MILE POST EQUATIONS - None.**

**SI-06 DTC BLOCK LIMITS - None.**

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.**

**SI-08 RULES ITEMS**

**Rule 5.4.4** in effect.

**Rule 6.32.2 MP 16.8:** If signal displays Stop, movement must be preceded by flagman over highway crossing. At Fort Collins, engine bell must be rung continuously while moving within city limits.

**Ft. Collins:** MP 30.7 to MP 31.2 is joint track with BNSF. Crossing gates will activate when "crossing signal start" sign section of track is activated at Lemay St. Do not enter crossing until gates are down. Switches may be left lined as last used.

At MP 32.4, College Ave. Ft. Collins: Circuits changed to include railroad grade crossing. Stop lead unit or lead car past sign "Crossing Start", wait fifty (50) seconds for clear signal which indicates College Ave. auto traffic signals are in stop position before proceeding. If signals do not clear, wait two (2) minutes for circuits to recycle. If signals still do not clear, movement must be preceded by a flagman on the ground to warn traffic.

**Highway crossing** warning device signals in service at Highway 287 and Shields Road at MP 34.7, Fort Collins, CO. These signals are located at MP 34.69 and MP 34.71 on the right side of the track as viewed from an approaching train. Trains must approach these signals prepared to stop. If signal displays restricting, auto traffic warning devices have been activated. If signal displays stop, auto traffic warning devices have not been activated and movement must stop and wait for signal to display restricting or be preceded by flagman over the highway crossing.

**SI-09 FRA EXCEPTED TRACKS**

MP 31.2 to MP 33.0

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #S
Boyd Lake .....	21.0	WF814
Harmony .....	26.8	WF820
Poudre .....	35.2	WF828

**SI-11 INDUSTRIAL LEADS**

**Boettcher Industrial Lead:** Boettcher, MP 0.0 to MP 2.0 entire lead FRA excepted track.

**SI-12 TONNAGE RESTRICTIONS - None.**

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

**SI-14 MISC. INSTRUCTIONS**

**Trains delivering cars** to the BNSF North Yard at Fort Collins must call BNSF train dispatcher on Channel 7070 (Tone 34) 10 minutes before entering BNSF mainline.

# LIMON SUBDIVISION (715)

Mile Post	Rule 6.3	CP #s	Radio Display: Sharon Springs to Pullman -4242		Sta. #s	Siding Feet
			WEST ▼ STATIONS ▲	EAST		
429.9	YL		SHARON SPRINGS (11.9)	Y	KP430	N9155 S9355
441.8	TWC		WESKAN (6.2)		KP442	3082
448.0			JIM (37.1)		KP447	9300
485.1	TWC	K485	KIT CARSON (17.9)	(M)	KP488	8841
486.9	ABS	K486		(M)		
503.0	TWC		AROYA (24.0)		KP508	8950
527.0			CLIFFORD (8.8)		KP526	4760
535.8			HUGO (6.0)		KP536	3777
548.4		TWC	K548	LIMON (14.6)	(M)	KP551
550.1	ABS	K550		(M)		
563.0	TWC		CEDAR POINT (8.7)		KP563	4947
571.7			AGATE (21.9)		KP572	4837
593.6	TWC	K593	BYERS (15.7)	(M)	KP597	9150
594.5	ABS	K594		(M)		
609.3	TWC		BENNETT (9.1)		KP609	4976
618.4			WATKINS (7.2)			
625.6	TWC	K625	MESA (4.9)	(M)		8880
627.3	ABS	K627		(M)		
630.5	YL		SABLE (7.7)	Y	KP631	4132
630.8						
638.2			PULLMAN	YT	KP638	Yard

(208.3)

**SI-01 MAIN TRACK AUTHORITY**

**TWC** Between MP 429.9 and MP 624.0.

**Yard Limits** Between  
MP 429.9 and MP 431.5;  
MP 624.0 and MP 638.2.

**ABS** Between  
MP 548.4 and MP 550.1;  
MP 625.6 and MP 627.3.

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed	MPH
Between Mile Posts 429.9 and 638.2	
(Except as Below).....	40
534.8 and 536.6 .....	35
637.5 and 638.2 .....	15

**SI-03 OTHER SPEED RESTRICTIONS**

**Maximum Speed** **MPH**

1. **Thru Sidings & Turnouts**  
Sidings at Weskan, Clifford, Hugo,  
Cedar Point, Agate, Bennett, Watkins,  
Sable..... 5
2. **Dual Control Switch Turnouts (No Exceptions.)**
3. **Misc. Speed Restrictions**  
All tracks except main track and  
sidings..... 5

**SI-04 MAIN TRACK DESIGNATIONS - None.**

**SI-05 MILE POST EQUATIONS - None.**

**SI-06 DTC BLOCK LIMITS - None.**

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS**

(#) 488.4  
% 492.5  
(#) 572.4  
(#) 610.9

**SI-08 RULES ITEMS**

**Rule 8.3** No normal position for main track switches between MP 429.9 and MP 431.5.

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

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #S
Arapahoe .....	453.3	KP453
Cheyenne Wells .....	463.0	KP463
First View .....	473.5	KP474
Boyera .....	517.7	KP518
Deer Trail .....	584.0	KP584
Strasburg .....	602.5	KP603
Wattenberg E.....	622.5	KP622
Magee .....	628.1	KP628
Roydale .....	631.9	KP632
Sandown .....	634.5	KP634

**SI-11 INDUSTRIAL LEADS - None.**

**SI-12 TONNAGE RESTRICTIONS/TPOB**

**Maximum gross weight** - 143 tons.

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

**SI-14 MISC. INSTRUCTIONS**

**Derrails Installed** on both ends of North Siding Sharon Springs, South Siding Sharon Springs, Jim, and on the East End of Aroya.

# COLORADO SPRINGS SUBDIVISION (700)

Mile Post	Rule 6.3	CP #'s	Radio Display:		Sta. #'s	Siding Feet
			SOUTH ▼ STATIONS	NORTH ▲		
0.0	YL		DENVER UNION STATION		Y WD635	
118.2	CTC		PUEBLO JCT.			
(116.4)						
<b>SI-01 MAIN TRACK AUTHORITY</b>						
Between MP 0.0 and MP 118.2 be governed by BNSF timetable, Pikes Peak Subdivision and operating rules						
<b>SI-02 MAXIMUM SPEED TABLE</b>						
<b>Maximum Speed</b>			<b>MPH</b>			
Between Mile Posts 0.0 and 118.2 (Except as Below)..... No Exceptions.						
<b>SI-03 OTHER SPEED RESTRICTIONS</b>						
<b>Maximum Speed</b>			<b>MPH</b>			
1. Thru Sidings & Turnouts (No Exceptions.)						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions (No Exceptions.)						
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>						
<b>SI-05 MILE POST EQUATIONS - None.</b>						
<b>SI-06 DTC BLOCK LIMITS - None.</b>						
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.</b>						
<b>SI-08 RULES ITEMS</b>						
In addition to BNSF instructions, be governed by SI-13 (Train Make-up Restrictions) and SI-14 (Misc. Instructions).						
<b>SI-09 FRA EXCEPTED TRACKS - None.</b>						
<b>SI-10 BUSINESS TRACKS</b>						
<b>Track Name</b>	<b>MP</b>	<b>STA. #'S</b>				
Englewood .....	729.4	WD631				
Littleton .....	9.9	WD629				
Blakeland .....	15.3	WD623				
Acequia .....	719.9	WD621				
Orsa .....	709.5	WD611				
Spruce .....	688.5	WD590				
Monument .....	57.2	WD582				
Husted .....	62.0	WD578				
Academy .....	65.3	WD575				
Russina .....	70.7	WD569				
Colorado Springs .....	74.9	WD565				
Kelker .....	659.9	WD561				
Crews .....	654.4	WD556				
Fountains .....	650.5	WD552				
Nixon .....	647.6	WD549				
Buttes .....	643.7	WD545				
Wigwam .....	98.1	WD542				
Henkel .....	638.4	WD540				
Pinon .....	104.7	WD535				
Bragdon .....	108.5	WD524				
Tapp .....	109.7	WD523				
<b>SI-11 INDUSTRIAL LEADS - None.</b>						

<b>SI-12 TONNAGE RESTRICTIONS - None.</b>				
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS</b>				
Denver to Palmer Lake:				
<b>Locomotive Tonnage Ratings for cut-in Helper Placement</b>				
Model	Consist With DC		Model	Consist With DC
B23-7	1279		SD38-2	1590
B30-7, B36-7	1366		SD39	1675
B39-8, B40-8	2336		SD40, SD40-2, SD40T-2	1984
C30-7	2419		SD45	1974
C36-7	2902		SD45-2, SD45T-2	2075
C39-8	3074		SD50, SD50M	2820
C40-8	3114		SD60, SD60M	3016
C41-8	3213		SD70M	3200
C44-9	3556		SD70MAC	2871
C44AC, C60/44	3714		SD90/43	3605
C60AC	4596		SD90AC	4541
GP15, GP15-1	1128			
GP30, GP35	1313		<b>Model</b>	<b>All AC Consist</b>
GP38, GP38-2, GP39-2	1350		C44AC, C60/44	4556
GP40, GP40-2, GP40P-2	1401		C60AC	4611
GP40X	1386		SD70MAC	3830
GP50	1995		SD90/43	4501
GP60	2336		SD90AC	4556

## COLORADO SPRINGS SUBDIVISION (700)

Colorado Springs to Palmer Lake:

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	1132		SD38-2	1403
B30-7, B36-7	1208		SD39	1477
B39-8, B40-8	2076		SD40, SD40-2, SD40T-2	1754
C30-7	2144		SD45	1745
C36-7	2576		SD45-2, SD45T-2	1835
C39-8	2730		SD50, SD50M	2503
C40-8	2765		SD60, SD60M	2678
C41-8	2853		SD70M	2842
C44-9	3160		SD70MAC	2548
C44AC, C60/44	3302		SD90/43	3204
C60AC	4090		SD90AC	4041
GP15, GP15-1	996			
GP30, GP35	1161		<b>Model</b>	<b>All AC Consist</b>
GP38, GP 38-2, GP39-2	1194		C44AC, C60/44	4053
GP40, GP40-2, GP40P-2	1239		C60AC	4102
GP40X	1226		SD70MAC	3404
GP50	1771		SD90/43	4004
GP60	2076		SD90AC	4053

**Coupler Limits:**

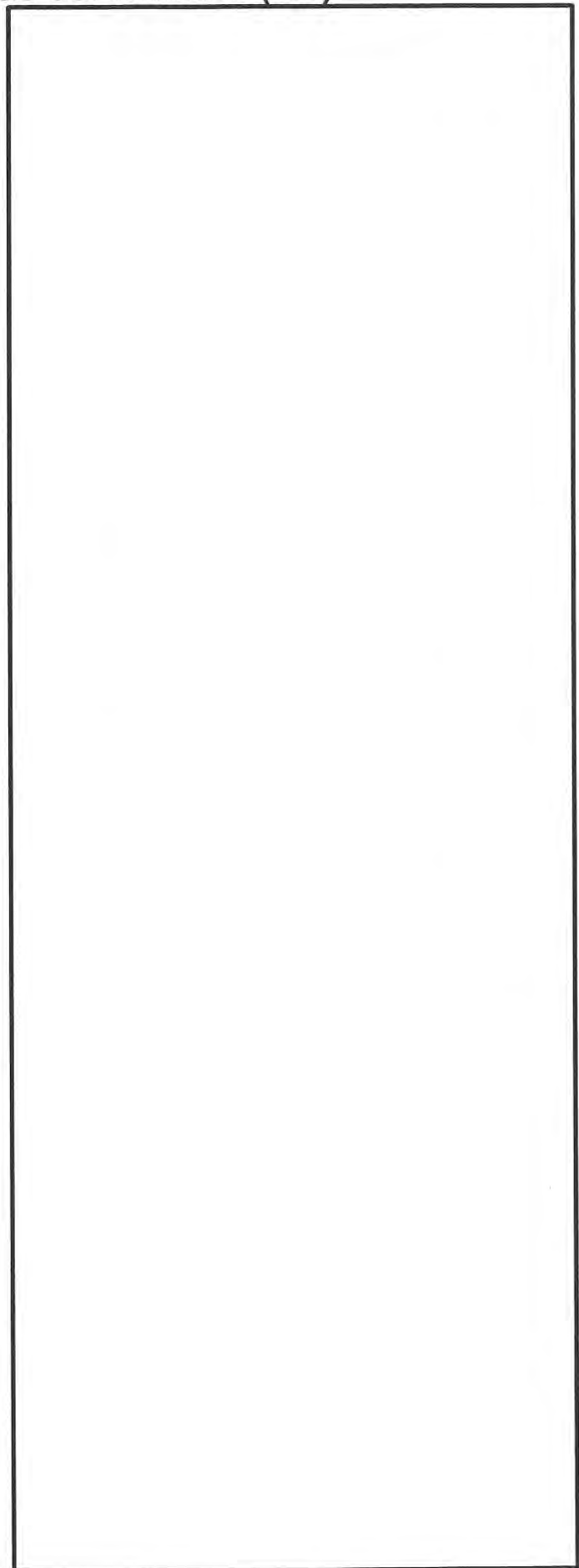
The trailing tonnage behind a car must not exceed:

- Louviers to Palmer Lake
  - 7760 standard coupler
  - 12,020 high strength coupler
- Colorado Spring to Palmer Lake
  - 6940 standard coupler
  - 10,745 high strength coupler

Subtract total locomotive tonnage rating for any helper engine that is positioned within the trailing tonnage behind the car. This final figure is the trailing tonnage.

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the last character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.

**SI-14 MISCELLANEOUS INSTRUCTIONS - None.**



## ALAMOSA SUBDIVISION (702)

Mile Post	Rule 6.3	CP #s	Radio Display: Pueblo to Creede -5454 Pueblo to Walsenburg (Westward Track) -6666		Sta. #s	Siding Feet
			WEST ▼ STATIONS ▲	EAST ▲		
119.4	YL 2MT		PUEBLO (3.0)		BY MX905	
121.9			MINNEQUA (1.0)		Y WD510	
123.4	VIA BNSF		SOUTHERN JCT. (47.0)		Y WD509	
175.0	TWC		WALSENBURG (15.3)		Y WD461	
190.3			LA VETA (6.5)		WD446	4280
196.8			OCCIDENTAL (10.4)		WD440	1500
207.2			FIR (7.4)		WD429	1700
214.6			SIERRA (13.6)		WD422	3400
228.2			FT. GARLAND (4.2)		WD408	2200
232.4			BLANCA (19.3)		WD404	
251.7	YL		ALAMOSA (11.4)		BTY WD385	
263.1	TWC		PARMA (0.5)		WD374	
263.6			AGRO (2.5)		WD373	
266.1			ZINZER (0.9)		WD371	
267.0	YL		SUGAR JCT. (0.4)		TY WD370	
267.4			PLEASANT SPUR (1.6)		Y WD369	
269.0			MONTE VISTA (13.8)		Y WD367	
282.8	TWC		DEL NORTE (6.1)		WD354	
288.9			HANNA (9.3)		WD347	
298.2			SOUTH FORK (0.9)		WD338	
299.1	YL		DERRICK (13.0)		TY WD337	
312.1			WAGON WHEEL GAP (6.0)		Y WD324	
318.1			WASSON (2.6)		TY WD318	
320.7			CREEDE		Y WD316	

(201.3)

### SI-01 MAIN TRACK AUTHORITY

**Movements between** Southern Jct. and Walsenburg will be governed by BNSF Timetable.

**Yard Limits Between** MP 119.4 and MP 123.3;  
MP 175.0 and MP 176.7;  
MP 249.0 and MP 253.5;  
MP 266.8 and MP 269.5;  
MP 299.0 and MP 320.7.

**TWC Between** MP 176.7 and MP 249.0;  
MP 253.5 and MP 266.8;  
MP 269.5 and MP 299.0;

#### Joint Operation Southern Jct. and Walsenburg:

Double track between Southern Jct. and Walsenburg, is used jointly by UP and BNSF. Track 1 between Southern Jct. and Walsenburg is under the control of UP train dispatcher. Track 2 between Walsenburg to Southern Jct. is under the control of BNSF train dispatcher. Both tracks are designated as TWC Territory. BNSF timetable and General Code of Operating Rules govern train operation on both tracks. BNSF form of track warrant control will be used on both main tracks.

**Track not in service** between Derrick and Creede.

### SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
<b>Between Mile Posts</b>	
119.4 and 123.4 and between MP 175.0 and MP 251.7	
(Except as Below).....	30
119.4 and 123.4 .....	12
175.0 and 190.3 .....	25
190.3 and 195.0 .....	20
195.0 and 213.0 .....	12
213.0 and 222.0 .....	25
<b>Between Mile Posts</b>	
251.7 and 320.7	
(Except as Below).....	25
268.0 and 269.5 .....	10

### SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
All sidings.....	10
<b>2. Dual Control Switch Turnouts (No Exceptions.)</b>	
<b>3. Misc. Speed Restrictions</b>	
Movements on or off Turntables.....	1

### SI-04 MAIN TRACK DESIGNATIONS

**Two main tracks** between Pueblo and Southern Jct.

### SI-05 MILE POST EQUATIONS - None.

### SI-06 DTC BLOCK LIMITS - None.

### SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 195.8	% 202.4	% 210.0
% 198.4	% 203.9	
% 200.8	% 205.9	

### SI-08 RULES ITEMS

**Rule 31.7.1** Retainers must be used from Fir to Sierra when tons per axle of operative dynamic brake exceeds 400 tons. Retainers must be used at all times from Fir to LaVeta. Eastward trains may set retainers at Alamosa and charge retainers before passing Fir.

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

**SI-10 BUSINESS TRACKS - None.**

**SI-11 INDUSTRIAL LEADS - None.**

**SI-12 TONNAGE RESTRICTIONS/TPOB**

**Maximum gross weight** Pueblo to Walsenburg - 143 tons.

**SI-13 TRAIN MAKE-UP RESTRICTIONS**

**Coupler Limits:** The trailing tonnage behind a car must not exceed:

- Pueblo to Minnequa
  - 7200 standard coupler
  - 11500 high strength coupler
- Sierra to Fir
  - 4400 standard coupler
  - 6800 high strength coupler
- La Veta to Fir
  - 3300 standard coupler
  - 5000 high strength coupler

Subtract total locomotive tonnage rating for any helper engine that is positioned within the trailing tonnage behind the car. This final figure is the trailing tonnage.

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the last character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.

When train tonnage exceeds 3,600 tons, each of the first five cars behind the engine must weigh at least 50 tons. This restriction will not apply if train does not contain five cars that weigh 50 tons or more.

When train tonnage exceeds 4,100 actual tons, each of the first five cars behind the engine must weigh at least 50 tons and:

1. All be 73' or longer in length; or
2. All be less than 73' in length.

Cars 73' or longer, weighing less than 50 tons must be entrained within the rear 3000 tons of train.

The following applies when operating from:  
La Veta to Fir; Sierra to Fir

1. Locomotive consist of a loaded unit train must not exceed 36 axles of power.
2. Locomotive consist of other than a loaded unit train must not exceed 24 axles of power.

When the maximum working number of axles is exceeded, isolate the excess trailing locomotive units.

**Exception:**

When isolating locomotive units in a consist to reduce the number of axles to the maximum limit, if the isolation of an additional locomotive unit brings the total number of axles BELOW the limit, this locomotive may be left on line in excess of the maximum number indicated above.

**SI-14 MISC. INSTRUCTIONS**

**Six-axle locomotives** must not be operated west of Walsenburg.

**Operation Pueblo Terminal:** Unless otherwise provided, all train, yard and other locomotive movements within Pueblo Yard must be authorized by Yardmaster Pueblo.

**Grade Securement Restrictions:** Do not tie up and leave a train unattended between La Veta and Sierra unless:

1. The track the train is tied up on has derail protection; or
2. One of the rails on the descending direction in advance of the train is separated by M of W which will create a temporary derail.

**Operations between Walsenburg and Trinidad:**

Trains between Walsenburg and Trinidad will be governed by the General Code of Operating Rules and BNSF timetable, Colorado Division Spanish Peak Subdivision.

Tracks to be used in Yard Limits at Trinidad will be governed by BNSF Trinidad Base.

UP westbound trains returning from BNSF main tracks must secure authority from BNSF Trinidad Line Dispatcher (Radio Channel No. 66) before occupying main track through BNSF electric switch locks (BNSF MP 210.1).

**Operation on Trinidad Railway Inc.** Operation on Trinidad Railway, Inc. will be governed by the General Code of Operating Rules and the following:

1. Trains operating from Jansen Yard, MP 0.0 to New Elk Mine, MP 29.9 are operating in a westward direction.

2. Maximum authorized speed:  
Westward - 25 MPH  
Eastward - 20 MPH

3. Yard limits are in effect between MP 0.0 and MP 1.0 and between MP 24.2 and End of Line.

4. Territory between MP 1.0 and MP 24.2 is designated RULE 6.15 Block Register Territory. Register is located in the Scale house at Jansen Yard.

5. When Block Register Territory is occupied by M of W, a train may register and enter the territory ONLY after establishing radio contact with M of W employee being governed by his instructions.

6. Radio communication will be conducted on channel 7676.

7. Rule 5.4.4 Authorized Protection by Yellow or Yellow-Red Flag, applies on Trinidad Railway.

8. Rules 6.2. Initiating Movement, does not apply on Trinidad Railway.

# ANTONITO SUBDIVISION (703)

Mile Post	Rule 6.3	CP #s	Radio Display: Alamosa to Antonito -5454		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
251.7	YL		ALAMOSA (4.3)	BTY	WD385	
256.0	TWC		LA FRUTO (1.0)		WD104	
257.0			HENRY (2.6)		WD105	
259.6			ESTRELLA (6.6)		WD108	
266.2			LA JARA (3.5)		WD115	2700
269.7			BOUNTIFUL (3.6)		WD118	
273.3			ROMEO (7.0)		WD122	
280.3		YL		ANTONITO	TY	WD129

(28.6)

**SI-01 MAIN TRACK AUTHORITY**

**TWC** Between MP 253.5 and MP 279.7.  
**Yard Limits** Between MP 251.7 and MP 253.5;  
 MP 279.7 and MP 280.3.

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed Between Mile Posts 251.7 and 280.3	MPH
(Except as Below).....	25
265.5 and 266.7 .....	15
279.7 and 280.3 .....	12

**SI-03 OTHER SPEED RESTRICTIONS**

Maximum Speed	MPH
1. Thru Sidings & Turnouts Siding La Jara.....	10
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions (No Exceptions.)	

**SI-04 MAIN TRACK DESIGNATIONS - None.**

**SI-05 MILE POST EQUATIONS - None.**

**SI-06 DTC BLOCK LIMITS - None.**

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.**

**SI-08 RULES ITEMS - None.**

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

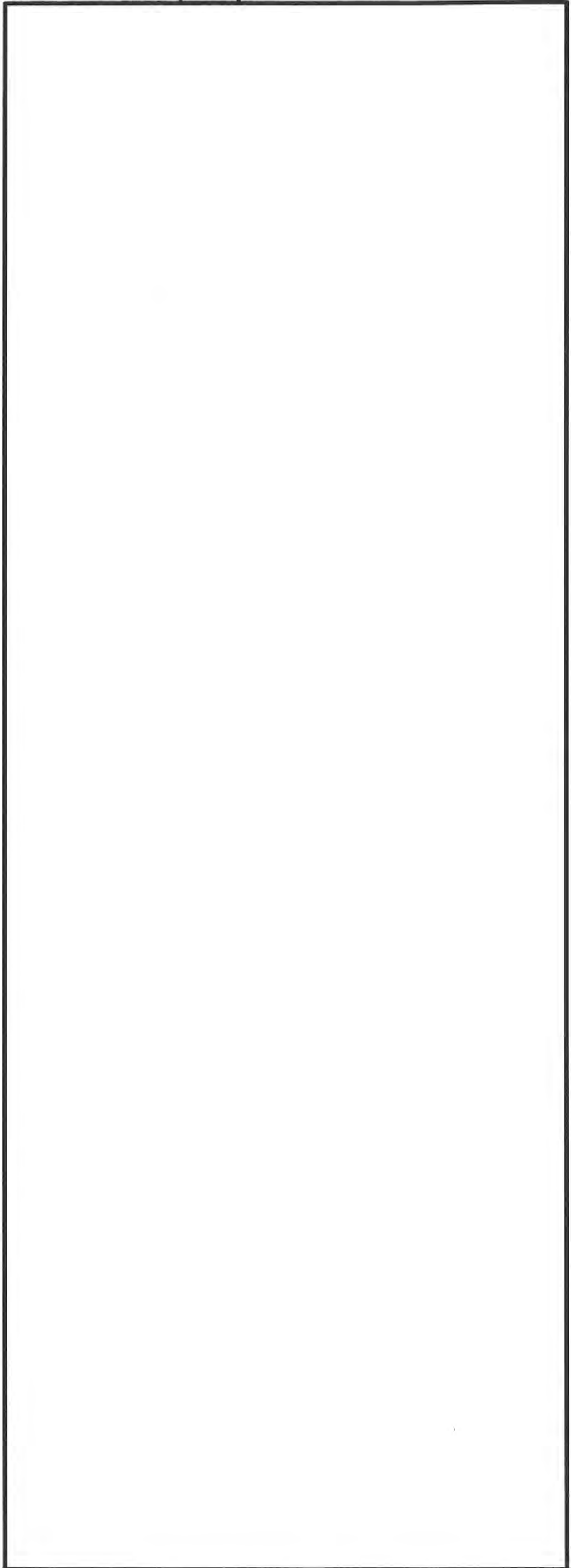
**SI-10 BUSINESS TRACKS - None.**

**SI-11 INDUSTRIAL LEADS - None.**

**SI-12 TONNAGE RESTRICTIONS - None.**

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

**SI-14 MISCELLANEOUS INSTRUCTIONS - None.**



# TENNESSEE PASS SUBDIVISION (705)

Mile Post	Rule 6.3	CP #s	Radio Display: Pueblo to Dotsero -9292		Sta. #s	Siding Feet	
			WEST ▼ STATIONS	EAST ▲			
UP869.4 BN591.8			NA JCT.				
BN617.8 UP118.2	NO MT		PUEBLO JCT. (1.2)		M MX905		
119.4			PUEBLO (1.1)		B MX905		
120.6	CTC 2MT		DRY CREEK (2.5)				
123.0			GOODNIGHT (7.8)			MJ003	
130.8	CTC		SWALLOWS (8.8)		! MJ011	7390	
139.6			HOBSON (6.2)		! MJ020	6850	
145.8			PORTLAND (1.3)			MJ026	
147.1			ADOBE (4.8)		! MJ028	6100	
151.9			FLORENCE (8.9)		! MJ032	6930	
160.8			CANON CITY (10.4)		! MJ041	7230	
171.2			PARKDALE (4.5)		! MJ052	9190	
175.9			SPIKEBUCK (8.4)		! MJ056	4820	
184.1			TEXAS CREEK (7.6)		! MJ065	6190	
191.7			COTOPAXI (6.4)		! MJ072	5840	
198.1			VALLIE (9.9)		! MJ078	6150	
208.0			SWISSVALE (7.1)		! MJ088	6630	
215.1			SALIDA (7.1)		! MJ096	7240	
222.2			BROWN CANON (10.7)		! MJ103	9960	
232.9		NATHROP (11.8)		! MJ113	6890		
244.7		AMERICUS (7.4)		! MJ125	9000		
252.1		PRINCETON (11.5)		! MJ132	7640		
263.6		KOBE (7.4)		! MJ144	8090		
271.0		MALTA (9.3)		IT MJ151	7800		
280.3		TENNESSEE PASS (8.2)		! MJ161	7870		
288.5		PANDO (7.7)		! MJ169	8260		
296.2		BELDEN (5.8)		! MJ177	10430		
302.0		MINTURN (6.2)		IT MJ182	10660		
308.2		AVON (10.8)		! MJ189	8350		
319.0		WOLCOTT (13.0)		! MJ199	7570		

332.0			SAGE (9.9)	! MJ212	7760
342.0			DOTSERO	KP791	

(223.1)

### SI-01 MAIN TRACK AUTHORITY

**CTC Between** MP 120.6 and MP 342.0.

**No Main Track Between** Pueblo Jct and Dry Creek

**Movements** between NA Jct and Pueblo Jct will be governed by BNSF System Special Instructions and Colorado Division Timetable. Movements between MP 160.2 (CCRGR MP 0.0) and MP 171.9 (CCRGR MP 11.75) are over the trackage of Canon City and Royal Gorge RR.

### SI-02 MAXIMUM SPEED TABLE

Maximum Speed Between Mile Posts 120.6 and 342.0	MPH
<b>(Except as Below)</b> .....	<b>60</b>
120.6 and 123.0 .....	40
123.0 (Turnout) .....	40
135.5 and 145.2 .....	50
145.2 and 151.6 .....	45
151.6 and 152.8 .....	40+
152.8 and 158.0 .....	50
158.0 and 161.9 .....	45
161.9 and 170.1 .....	20
170.1 and 194.1 .....	35
194.1 and 194.7 .....	30
194.7 and 205.3 .....	35
205.3 and 206.8 .....	30
206.8 and 212.6 .....	35
212.6 and 215.1 .....	45
215.1 and 222.5 .....	50
222.5 and 225.0 .....	35
225.0 and 227.1 .....	25
227.1 and 229.7 .....	35
229.7 and 230.0 .....	35
230.0 and 239.7 .....	50
239.7 and 240.6 .....	40+
240.6 and 250.1 .....	50
250.1 and 253.6 .....	35
253.6 and 259.1 .....	30
259.1 and 262.3 .....	35
262.3 and 271.0 .....	50
271.0 and 274.7 .....	45
274.7 and 278.5 .....	35
278.5 and 280.3 .....	25
280.3 E .....	20+
280.3 and 298.0 - E .....	25
280.3 and 281.0 - W .....	20
281.0 and 283.0 - W .....	15+
Exception: Lite engine ....	20
283.0 and 298.0 - W .....	20
298.0 and 301.7 .....	30
301.7 and 302.6 .....	20
302.6 and 305.0 .....	30
305.0 and 312.1 .....	40
312.1 and 313.1 .....	35
313.1 and 319.4 .....	40
319.4 and 319.5 .....	35
319.5 and 335.2 .....	40
335.2 and 336.0 .....	20
336.0 and 342.0 .....	35



**SI-03 OTHER SPEED RESTRICTIONS**

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
West switch - Tennessee Pass.....	25
Pando and Belden Eastward.....	25
Pando and Belden Westward.....	20
Exception - Lite Engines with operative dynamic brake.....	
Spikebuck.....	12
<b>2. Dual Control Switch Turnouts</b>	
All dual controlled switches Dry Creek.	10
Turnout MP 123.0.....	40
<b>3. Misc. Speed Restrictions</b>	
Lite engine with operative dynamic brake may operate from MP 280.3 to MP 298.0 (Westward).....	25

**SI-04 MAIN TRACK DESIGNATIONS - None.**

**SI-05 MILE POST EQUATIONS - None.**

**SI-06 DTC BLOCK LIMITS - None.**

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS**

§ 121.5	§ 200.5	§ 284.8
§ 125.3	§ 202.8	§ 285.6
§ 127.5	# 203.4	§ 286.7
§ 133.4	§ 204.9	§ 290.2
§ 135.5	§ 206.1	§ 291.1
§ #141.6	§ 208.7	§ 292.1
§ 141.7	§ 210.4	§ 293.0
§ 143.6	§ 211.6	§ 293.8
§ 145.4	§ 212.7	§ 295.5
§ 150.0	§ 218.5	§ 297.0
§ 154.9	(#)219.5	§ 297.9
(#)156.6	§ 223.7	(#)298.0
§ 156.9	§ 224.7	§ 299.4
§ 159.1	§ 225.9	§ 303.8
§ 162.6	§ 226.5	§ 305.1
§ 163.7	§ 227.3	§ 311.5
§ 164.7	§ 228.0	# 314.6
§ 165.1	§ 228.5	§ 314.9
§ 165.9	§ 229.0	§ 321.8
§ 166.5	§ 230.0	§ 325.5
§ 167.0	§ 237.1	§ 328.1
§ 167.5	# 239.7	(#)328.3
§ 168.0	§ 240.6	§ 335.7
§ 168.7	§ 247.1	§ 339.4
§ 169.0	§ 249.1	
§ 169.5	§ 254.9	
§ 170.0	# 257.2	
§ 173.4	§ 257.3	
# 174.8	§ 260.0	
§ 178.5	& 264.8	
§ 180.1	§ 266.3	
§ 181.0	§ 268.7	
§ 183.1	# 272.6	
§ 186.5	§ 274.5	
§ 189.0	§ 277.3	
(#)190.3	§ 282.9	
§ 193.4	§ 283.6	

**SI-08 RULES ITEMS**

**Rule 5.5** Speed signs (round disk) may be located 2,500 feet in advance of certain locations where speed of train is permanently restricted.

**Rule 6.32.6 Minturn:** Westward trains arriving at Minturn must stop back from YMCA crossing sufficient distance to avoid activating crossing protection unless advised that train will be forwarded immediately upon its arrival at Minturn.

**Rule 9.2.3** Indication of signal Rule 9.2.3 as contained in System Special Instructions is changed to read:  
"Proceed prepared to pass next signal not

exceeding 30 MPH and be prepared to advance on diverging route at prescribed speed through turnout unless the next signal displays Clear or Advance Approach."

**Rule 9.2.9** Indication of signal Rule 9.2.9. as contained in System Special Instructions is changed to read:

"Proceed on diverging route not exceeding prescribed speed through turnout, prepared to pass next signal not exceeding 30 MPH unless the next signal displays Clear or Advance Approach."

**Rule 31.5.1 Tennessee Pass:** Between Tennessee Pass and Minturn westward trains exceeding 6,200 tons must have a minimum of 24 axles of operative dynamic brake. If train does not meet this requirement, obtain permission from a MOP to proceed.

**Rule 31.7.1 Tennessee Pass:** the following instructions apply between Tennessee Pass and Minturn to westward loaded unit trains requiring the use of retainers:

- A. Retainers must be set between the east and west switch of Tennessee Pass siding;
- B. Stop at Tennessee Pass to set retainers must be made using a 10 psi brake pipe reduction;
- C. After a minimum of 20 retainers are set in operating position, the engineer may release the automatic air brake.
- D. Set all of the remaining retainers in train in operating position;
- E. Before departing Tennessee Pass, the air brake system must be recharged for at least 10 minutes and to at least 75 psi as indicated by a gauge at the rear of the train or an operating telemetry system;
- F. Before the train reaches the descending grade at the west end of Tennessee Pass Tunnel, a minimum of two complete application and release method of braking must be performed while working power. This action will determine that the brakes on the train are working properly and will remove any possible ice build up on the brake shoes.

Retainers must be used within the following locations when tons per axle of operative dynamic brake exceeds maximum indicated limit.

Tennessee Pass to Minturn - 400 tons  
Leadville Industrial Lead to Malta - 300 tons  
Only the road engine may be used in determining tons per axle of operative dynamic brake.

- Exceptions:
- 1. Axles in distributed power may be added to road engine when determining tons per axle of operative dynamic brake.
  - 2. When tons per axle of operative dynamic brake on trains that do not have distributed power exceeds maximum limit thus requiring retainers, operative axles of helper may be added to road engine for computing tons per axle of operative dynamic brake. If revised tons per axle of operative dynamic brake does not exceed maximum limit, the setting of retainers is not required.

Retainers must be used Tennessee Pass to Minturn on any train that exceeds 115 TPOB.

Exception: This restriction does not apply to a train having distributed power.

**Rule 31.8.2** Helper locomotive consisting of 19 or more axles will be governed by the following placement requirements:

19 to 27:  
Must be cut in ahead of 1/2 of the tonnage rating of the helper locomotive(s). The first 10 cars ahead of the helper locomotives(s) must all weigh 50 tons or more.

28 to 36:  
May only be used on a loaded unit train and must be cut in ahead of 1/2 of the tonnage rating of the helper locomotive(s).

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

## TENNESSEE PASS SUBDIVISION (705)

### SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Eagle .....	329.0	MJ209
Gypsum .....	335.8	MJ216

### SI-11 INDUSTRIAL LEADS

**Leadville Industrial Lead:** 3.3 miles, MP 271.0 to MP 274.3. Speed 15 MPH between MP 271.0 and MP 274.3. All other tracks 10 MPH. Switch leading from Leadville Industrial Lead to west leg of wye at Malta and west wye switch at connection to Track 4 must be kept lined for west leg of wye when not in use.

### SI-12 TONNAGE RESTRICTIONS/TPOB

**Maximum gross weight:** 143 Tons.

**Tons Per Operative Brake:**      **Tons Per Dynamic Brake Axle:**      **Maximum Speed:**

Below 100		60 MPH
100 to 115		50 MPH
Over 115		45 MPH

On descending grade between MP 280.3 and MP 245.0, the following table must be used to determine the maximum speed.

**Tons Per Operative Brake:**      **Tons Per Dynamic Brake Axle:**      **Maximum Speed:**

115 or below	400 or less	No restriction
	400 to 650	35 MPH
Above 115	400 or less	35 MPH
	400 to 650	25 MPH

A train that exceeds the above table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and a 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 the operative position. The train must not proceed except as instructed by a MOP or other proper authority.

**Trains over 115 tons per operative brake** must not exceed 40 MPH on Tennessee Pass Subdivision.

**When tons per operative brake exceeds 80 tons** and when tons per axle of operative dynamic brake exceeds 250 tons, westward trains from MP 280.3 to MP 298.0 must not exceed 15 MPH; from MP 298.0 to MP 301.7 must not exceed 25 MPH.

### SI-13 TRAIN MAKE-UP RESTRICTIONS

A. To determine any applicable trailing tonnage restriction on a specific type of car, use the following table.

To use the table:

1. Determine if the train contains any car listed in column titled "Type of Car"
2. Follow horizontally across and determine if any criteria listed is met.
3. When car meets the criteria, the maximum trailing tonnage permitted with or without helper behind this car is listed at the top of the criteria column.

Type of Car	Maximum Actual Trailing Tonnage			
	1,000 Tons	2,000 Tons	3,000 Tons	4,100 Tons
Two-Axle Front Runner car	Weights less than 25 tons	Weights 25 tons or more		
Solid drawbar connected two-axle car	Under all conditions			
Articulated double stack car			Has one or more empty platforms	
Multi-platform articulated car			Has one or more empty platforms	
Car 73' or longer in length weighing less than 50 tons			If coupled to a car less than 73' in length	If coupled to another car 73' or longer in length

# TENNESSEE PASS SUBDIVISION (705)

B. When train tonnage exceeds 3,600 tons, each of the first five cars behind the engine must weigh at least 50 tons. This restriction will not apply if train does not contain five cars that weigh 50 tons or more.

When train tonnage exceeds 4,100 actual tons, each of the first five cars behind the engine must weigh at least 50 tons and:

1. All be 73' or longer ; or
2. All be less than 73'.

In determining train makeup restrictions A and B above, be governed by the following when dealing with these non-conventional cars:

Articulated intermodal double stack car or spine car:

Car having all platforms loaded is to be considered the equivalent of 2 1/2 cars each weighing 50 tons and each less than 73' in length.

Two-unit solid drawbar-connected intermodal long cars:

1. If the total weight of the car is 120 tons or more, it is to be considered the equivalent of two cars, each weighing 50 tons and each over 73'.
2. If the total weight of the car is less than 120 tons, it is to be considered the equivalent of two cars, each weighing less than 50 tons and each over 73'.

Three-unit solid drawbar-connected double stack cars:

1. If the total weight of the car is 200 tons or more, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73'.
2. If the total weight of the car is less than 200 tons, it is to be considered the equivalent of three cars each weighing less than 50 tons and each less than 73'.

C. The following applies when operating from: Canon City to Parkdale  
Minturn to Tennessee Pass:

1. Locomotive of a loaded unit train must not exceed 36 axles of power.
2. Locomotive of other than a loaded unit train must not exceed 24 axles of power.

When the maximum working number of axles is exceeded, isolate the excess trailing locomotive units.

Exception:

When isolating locomotive units in a consist to reduce the number of axles to the maximum limit, if the isolation of an additional locomotive unit brings the total number of axles BELOW the limit, this locomotive may be left on line in excess of the maximum number indicated above.

Coupler Limits: The trailing tonnage behind a car must not exceed the coupler limit when ascending a grade. Subtract total locomotive tonnage rating for any helper engine that is positioned within the trailing tonnage behind a car. This final figure is the trailing tonnage.

Canon City to Tennessee Pass

Standard coupler - 7375

High strength coupler - 11,400

Minturn to Tennessee Pass

Standard coupler - 3820

High strength coupler - 5890

Dotsero to Minturn

Standard coupler - 7970

High strength coupler - 12340

Each car is considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.

Salida to Tennessee Pass:

**Locomotive Tonnage Ratings for cut-in Helper placement**

Model	Consist With DC		Model	Consist With DC
B23-7	1210		SD38-2	1502
B30-7, B36-7	1291		SD39	1581
B39-8, B40-8	2213		SD40, SD40-2, SD40T-2	1876
C30-7	2289		SD45	1866
C36-7	2748		SD45-2, SD45T-2	1962
C39-8	2912		SD50, SD50M	2670
C40-8	2949		SD60, SD60M	2857
C41-8	3043		SD70M	3031
C44-9	3369		SD70MAC	2719
C44AC, C60/44	3520		SD90/43	3416
C60AC	4357		SD90AC	4305
GP15, GP15-1	1066			
GP30, GP35	1241		<b>Model</b>	<b>All AC Consist</b>
GP38, GP 38-2, GP39-2	1277		C44AC, C60/44	4318
GP40, GP40-2, GP40P-2	1325		C60AC	4371
GP40X	1310		SD70MAC	3629
GP50	1889		SD90/43	4266
GP60	2213		SD90AC	4318

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Dotsero to Minturn:

Locomotive Tonnage Ratings for cut-in Helper placement			
Model	Consist With DC	Model	Consist With DC
B23-7	1317	SD38-2	1637
B30-7, B36-7	1406	SD39	1725
B39-8, B40-8	2402	SD40, SD40-2, SD40T-2	2042
C30-7	2489	SD45	2032
C36-7	2986	SD45-2, SD45T-2	2136
C39-8	3162	SD50, SD50M	2901
C40-8	3203	SD60, SD60M	3103
C41-8	3305	SD70M	3292
C44-9	3657	SD70MAC	2954
C44AC, C60/44	3820	SD90/43	3707
C60AC	4725	SD90AC	4669
GP15, GP15-1	1162		
GP30, GP35	1352	<b>Model</b>	<b>All AC Consist</b>
GP38, GP 38-2, GP39-2	1390	C44AC, C60/44	4684
GP40, GP40-2, GP40P-2	1442	C60AC	4741
GP40X	1427	SD70MAC	3938
GP50	2052	SD90/43	4628
GP60	2402	SD90AC	4684

Minturn to Tennessee Pass:

Locomotive Tonnage Ratings for cut-in Helper placement			
Model	Consist With DC	Model	Consist With DC
B23-7	565	SD38-2	689
B30-7, B36-7	603	SD39	718
B39-8, B40-8	1081	SD40, SD40-2, SD40T-2	876
C30-7	1090	SD45	872
C36-7	1328	SD45-2, SD45T-2	917
C39-8	1412	SD50, SD50M	1288
C40-8	1431	SD60, SD60M	1383
C41-8	1475	SD70M	1470
C44-9	1644	SD70MAC	1309
C44AC, C60/44	1722	SD90/43	1670
C60AC	2155	SD90AC	2129
GP15, GP15-1	490		
GP30, GP35	580	<b>Model</b>	<b>All AC Consist</b>
GP38, GP 38-2, GP39-2	597	C44AC, C60/44	2132
GP40, GP40-2, GP40P-2	619	C60AC	2158
GP40X	612	SD70MAC	1777
GP50	915	SD90/43	2107
GP60	1081	SD90AC	2132

**SI-14 MISC. INSTRUCTIONS**

**Six axle locomotives** must not be operated on the following tracks:

Portland Yard  
Adobe Spur  
Canon City Power Plant  
Leadville Industrial Lead.

**Repeater Signals:** Repeater signals designated by the letter "R" are located at Belden MP 296.3. Repeater signal indicates the aspect of the next absolute signal located beyond the repeater signal. When repeater signal is dark or displays a flashing-red aspect it is an indication that the next absolute signal will be displaying a Stop indication. Repeater signal aspects are for information only.

**Operation Pueblo Terminal:** Unless otherwise instructed, all train, yard and other locomotive movements within Pueblo Yard must be authorized by Yardmaster Pueblo.

**Operation Eagle Gypsum:** Unless otherwise instructed, inbound cars will be left on Track 2, outbound cars will be picked up off of Track 1. Empty hoppers for bulk Gypsum loading will be set to Track 3. Hand brakes must be applied to all loads and empties left at Eagle Gypsum.

At the west end of the yard, the switch off of the lead to the Runaway Track must be left lined and locked for the runaway track and away from the main track to provide derail protection. When necessary to re-enter main track after electric switch locks have been closed and after permission from train dispatcher has been granted, electric locks must be opened before runaway track switch is lined for movement.

**Grade securement restrictions:** Do not tie up and leave train unattended between Canon City and Avon unless:

1. The track the train is tied up on has derail protection; or
2. One of the rails on the descending direction in advance of the train is separated by M of W which will create a temporary derail.

# MOFFAT TUNNEL SUBDIVISION (719)

Mile Post	Rule 6.3	CP #'s	Radio Display:		Sta. #'s	Siding Feet
			WEST STATIONS	EAST		
			Denver Union Depot to Prospect - 6666 Prospect to East Portal -2323 East Portal to Winter Park -1997 Winter Park to CP 1666 -5454 CP 1666 to Phippsburg -9292			
0.0	YL		DENVER UNION DEPOT (1.0)	Y		
1.0	CTC 2MT		PROSPECT (0.5)		KP640	
1.5			FOX JCT. (1.5)	X	KP641	
3.0	CTC		NORTH YARD (0.2)	BT	KP643	Yard
3.2			UTAH JCT. (1.6)	X(M)	KP644	
4.8			C&S JCT. (2.2)	!	KP645	
7.0		75	ARVADA (5.4)		KP646	
12.4			LEYDEN (5.6)	!	KP651	7020
18.0			ROCKY (3.2)	!	KP657	7330
21.2			CLAY (3.3)	!	KP660	5780
24.5			PLAIN (6.7)	!	KP664	6530
31.2			CRESCENT (6.3)	!	KP670	5550
37.0			CLIFF (4.6)	!	KP676	6900
42.1			ROLLINS (5.0)	!	KP681	8320
47.1			TOLLAND (3.0)	!	KP686	5660
50.1			EAST PORTAL (6.8)	T!	KP689	5750
56.9			WINTER PARK (5.3)	!	KP696	7110
62.2			FRASER (3.8)	!	KP701	4830
66.0			TABERNASH (9.8)	T!	KP705	9830
75.8			GRANBY (10.4)	!	KP715	9360
86.2			SULPHUR (6.8)	!	KP725	7830
93.0			FLAT (5.0)	!	KP732	7050
98.0			TROUBLESOME (5.5)	!	KP737	5570
103.5			KREMMLING (2.5)	!	KP743	5990
106.0			GORE (5.3)	!	KP745	6730
111.3			AZURE (5.1)	!	KP750	4920
116.4			RADIUM (6.6)	!	KP755	8540

123.0			YARMONY (5.8)	!	KP762	4560
128.8			BOND (9.9)	ITX	KP768	E7500 W11750
138.7			CRATER (4.0)	!	MJ410	5160
142.7			VOLCANO (9.3)	!	MJ414	7470
152.0			TOPONAS (13.0)	!	MJ423	5690
165.0			E. PHIPPSBURG (3.0)			
166.6		1666	CP 1666 (1.4)			
168.0	YL		PHIPPSBURG	BTY	MJ439	Yard

(168.0)

### SI-01 MAIN TRACK AUTHORITY

**CTC** Between MP 1.0 and MP 166.6.

**Yard Limits** Between MP 0.0 and MP 1.0. (BNSF 31st Street Yardmaster authorizes movements within these limits); MP 166.6 and MP 168.0.

### SI-02 MAXIMUM SPEED TABLE

Maximum Speed		MPH	
Between Mile Posts		PSGR	FRT
0.0 and 128.8			
(Except as Below)		79	60
0.0 and 1.1	.....	10	10
1.1 and 1.6	.....	30	30
1.6 and 3.4	.....	45	45
3.4 and 3.5	.....	25	25
3.5 and 4.0	.....	45	45
4.0 and 7.0	.....	65	45
7.0 and 12.0	.....	45	45
12.0 and 17.2 - E	.....	50	30
12.0 and 17.2 - W	.....	60	50
17.2 and 18.2	.....	35	30
18.2 and 23.1	.....	25	25
23.1 and 28.0	.....	28	25
28.0 and 29.3	.....	25	25
29.3 and 31.3	.....	28	25
31.3 and 31.8	.....	25	25
31.8 and 36.0	.....	28	25
36.0 and 37.0	.....	25	25
37.0 and 40.3 - E	.....	43	30
37.0 and 40.3 - W	.....	43	40
40.3 and 41.2	.....	25	25
41.2 and 41.8	.....	33	30
41.8 and 45.4 - E	.....	40	30
41.8 and 45.4 - W	.....	40	40
45.4 and 48.1 - E	.....	50	30
45.4 and 48.1 - W	.....	50	40
48.1 and 48.6	.....	28	25
48.6 and 49.7	.....	33	25
49.7 and 56.3	.....	40	40
56.3 and 56.8	.....	35	35
56.8 and 58.7	.....	40	35
58.7 and 62.2	.....	30	25
62.2 and 65.3	.....	65	55
65.3 and 65.6	.....	35	35
65.6 and 67.0	.....	55	55
67.0 and 68.7	.....	30	30
68.7 and 69.3	.....	25	25
69.3 and 73.0	.....	30	30
73.0 and 74.0	.....	35	35

# MOFFAT TUNNEL SUBDIVISION (719)

Between Mile Posts 0.0 and 128.8	PSGR	FRT
(Except as Below).....	79	60
74.0 and 79.4 .....	75	60
79.4 and 82.3 .....	40	40
82.3 and 83.7 .....	65	50
83.7 and 84.0 .....	50	50
84.0 and 86.2 .....	60	50
86.2 and 86.6 .....	30	30
86.6 and 88.8 .....	20	20
88.8 and 92.0 .....	55	55
92.0 and 97.0 .....	65	60
100.1 and 101.0 .....	70	60
101.0 and 101.2 .....	50	50
103.0 and 103.8 .....	55	55
103.8 and 105.8 .....	65	60
105.8 and 106.3 .....	35	35
106.3 and 108.5 .....	30	25
108.5 and 116.6 .....	25	25
116.6 and 117.2 .....	30	30
117.2 and 118.6 .....	35	35
118.6 and 120.6 .....	40	35
120.6 and 122.8 .....	30	30
122.8 and 125.0 .....	35	30
125.0 and 128.8 .....	25	25
<b>Between Mile Posts 128.8 and 168.0</b>		
(Except as Below).....	40	
128.8 and 150.0 .....	20	
150.0 and 152.0 .....	30	
167.2 and 168.0 .....	10	

<b>SI-03 OTHER SPEED RESTRICTIONS</b>	
Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
Rocky siding MP 18.2 to and including West switch.....	25
Sidings Plain, Crescent, East Portal and Azure.....	25
East switch Cliff siding.....	25
East switch Radium.....	25
Siding Clay.....	12
East Siding Bond: Between East switch and MP 128.2.....	25
Between MP 128.2+ and MP 128.8+.....	20
Sidings Tabernash, Crater and Volcano..	20
<b>2. Dual Control Switch Turnouts (No Exceptions.)</b>	
<b>3. Misc. Speed Restrictions</b>	
Phippsburg Long Lead.....	30
Between Utah Jct. and C&S Jct. on the North Yard running track.....	30

**SI-04 MAIN TRACK DESIGNATIONS**  
Two main tracks between MP 1.0 and MP 1.5.

**SI-05 MILE POST EQUATIONS - None.**

**SI-06 DTC BLOCK LIMITS - None.**

<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>		
% 3.3	& 58.8	% 122.3
& 6.0	% 59.4	# 125.0
% 7.5	% 60.4	% 125.3
% 9.8	% 61.0	% 125.7
% 14.6	# 63.7	% 126.0
% 16.2	% 64.0	% 129.6
% 19.3	% 68.1	% 130.2
% 20.1	% 69.1	% 131.1
% 22.3	% 69.6	% 131.9
(#) 22.6	% 71.2	% 132.4
% 22.9	% 71.3	% 133.5
% 23.5	% 78.2	% 135.3
% 25.0	# 79.9	% 140.6
% 25.3	% 80.2	(#) 141.9
% 25.6	% 82.3	% 145.1
% 25.8	% 86.2	% 146.5
% 26.3	% 86.5	% 147.6
% 27.1	% 87.1	% 148.6
% 28.0	% 87.5	% 149.0
% 28.6	% 88.0	% 149.9
% 29.4	% 88.2	% 155.5
% 29.9	% 89.0	% 158.3
% 33.0	% 90.2	(#) 158.9
% 33.8	% 95.8	% 161.0
% 34.1	# 98.9	% 163.5
% 34.9	% 100.5	% 166.6
% 35.3	% 103.9	
% 36.2	% 108.0	
# 39.2	% 108.8	
% 39.8	% 109.6	
% 41.0	% 110.1	
% 44.3	% 112.6	
& 48.0	(#) 113.2	
% 48.8	% 114.3	
% 52.2	% 115.4	
% 53.9	% 119.0	
% 55.6	% 120.5	
% 58.3	% 121.2	

Following is a list of High/Wide detectors and the structures they protect:  
MP 6.0 - Tunnel #1 MP 23.0  
MP 48.0 - Moffat Tunnel  
MP 58.8 - Moffat Tunnel

**SI-08 RULES ITEMS**

**Rule 5.5** Reduce speed signs are placed one mile instead of two miles in advance of the following speed restriction limits:  
Westward - MP 3.4, MP 58.7, MP 67.0 MP 83.7, MP 103.0  
Eastward - MP 101.2, MP 82.3, MP 65.6, MP 56.8, MP 1.6, MP 1.1

**Rule 9.2.3** Indication of signal Rule 9.2.3 as contained in System Special Instructions is changed to read:  
"Proceed prepared to pass next signal not exceeding 30 MPH and be prepared to advance on diverging route at prescribed speed through turnout unless the next signal displays Clear or Advance Approach."

**Rule 9.2.5** is amended to extent that a speed of 40 MPH instead of 30 MPH will apply as follows:  
Eastward absolute signals at the east end of Winter Park.  
Westward absolute signals at the west end of East Portal.

**Rule 9.2.9** Indication of signal rule 9.2.9 as contained in System Special Instructions is changed to read:  
"Proceed on diverging route not exceeding prescribed speed through turnout, prepared to pass next signal not exceeding 30 MPH unless the next signal displays Clear or Advance Approach."

**Rule 31.7.1** Retainers must be used within the following locations when tons per axle of operative dynamic brake exceeds maximum indicated

# MOFFAT TUNNEL SUBDIVISION (719)

limit.  
 Winter Park to Fraser - Maximum Limit - 550  
 East Portal to Leyden - Maximum Limit - 550  
 Crater to Bond - Maximum Limit - 550  
 Only the lead engine consist may be used in determining tons per axle of operative dynamic brake.

**Exception:** When tons per axle of operative dynamic brake exceeds maximum limit thus requiring retainers, operative axles of helper may be added to lead engine for computing tons per axle of operative dynamic brake. If revised tons per axle of operative dynamic brake does not exceed maximum limit, the setting of retainers is not required.

**Rule 31.8.1** When an entrained helper is operating in power on descending grade between Toponas and Bond and between East Portal and Lyden, helper must not exceed #3 throttle position.

**S.S.I. Item 4-A** A maximum of 25 locomotives may be handled in power transfers between North Yard and Burnham Shops. When power transfer has more than 8 locomotives, at least 8 must be Mu'ed in consist.

Within the Denver Terminal; the following will govern:

Do not switch more than eight coupled locomotives within locomotive service facility. Movements between locomotive service facility and train yards within the Denver Terminal must not exceed 25 locomotives.

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

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #'S
Stock Yard Spur .....	2.2	KP642
Chem .....	15.5	KP654
Yampa .....	161.8	MJ433

**SI-11 INDUSTRIAL LEADS**

**Belt Line Industrial Lead:** 4 miles, MP 0.0 to MP 4.0 Speed 20 MPH between MP 0.0 and MP 4.0. All other tracks 10 MPH. CTC in effect between MP 0.0 (Utah Jct.) and MP 4. Use radio display 2323. Derrail is located at MP 4 at end of CTC. % detector at MP 1.0. Maximum gross weight - 143 tons.

**Rocky Flats Industrial Lead:** Switch off main track at MP 18.0. Use radio display 2323. Highway traffic signals interconnected with train movement in service at railroad grade crossings at Highway No. 93 and Highway No. 72 to protect train movement over each crossing. Signals for train movement are mounted at each crossing on highway traffic signal mast to the right of track in direction of train movement. Trains approaching these crossings will receive a red aspect. When train has occupied approach track circuit for approximately six seconds, train will receive a green aspect to proceed across intersection. If signal is dark or if unable to obtain green aspect for movement over highway at each location member of crew must be on the ground ahead of movement to see that the crossing is clear and movement over crossing must be made only on his signal. Occurrence must be reported to the train dispatcher. Approach circuit approximately 225 feet long on each side of highway. Movement over highway should be continuous and crossings will not be blocked by standing equipment if it can be avoided. Gate across track at Rocky Plant 1200 feet west of switch is handled by EG&G Security Guards. Between the hours of 7 AM and 8 AM and during night hours, arrange to stop and flag all train movements over EG&G private road crossing CWA Spur. During night hours leave

burning fusee on grade crossing while train is moving over this road crossing.  
 USAX cars or any similar type cars equipped with two hand brakes, being set out at EG&G Rocky Flats, must have both hand brakes applied.  
 Six axle locomotives must not be operated on Industrial Lead. Maximum gross weight - 143 tons.

Business Tracks	MP	Sta.#'s
GWA Spur .....	18.0	KP658
AEC Spur .....	18.0	KP659

**SI-12 TONNAGE RESTRICTIONS/TPOB**

Maximum gross weight: 143 Tons.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
Below 100		60 MPH
100 to 115		50 MPH
Over 115		45 MPH

When tons per operative brake exceeds 80 tons and when tons per axle of operative dynamic brake exceeds 250 tons, freight train must not exceed speed indicated at the following locations:

- MP 50.1 - MP 13.0 (Eastward) 20 MPH
- MP 13.0 - MP 7.0 (Eastward) 30 MPH
- MP 128.8 - MP 116 (Both directions) 25 MPH



**SI-13 TRAIN MAKE-UP RESTRICTIONS**

1. To determine any applicable trailing tonnage restriction on a specific type of car, use the following table per instructions:

- a. Determine if train contains any car listed in column titled "Type of Car"
- b. Follow horizontally across and determine if any criteria listed is met.
- c. When car meets the criteria, the maximum actual trailing tonnage permitted with or without helper behind this car is listed at the top of the criteria column.

Type of Car	Trailing Tonnage			
	1,000 Tons	2,500 Tons	3,000 Tons	4,100 Tons
Two-Axle Front Runner Car	Weighs less than 25 tons	Weighs 25 tons or more		
Solid Drawbar Connected Two-Axle Car	All conditions.			
Articulated Double Stack Car			One or more empty platforms	
Multi-platform Articulated Car			One or more empty platforms	
Car 73' or longer weighing less than 50 Tons			Coupled to a car less than 73' in length	Coupled to another car 73' or longer in length

2. When train tonnage exceeds 3,600 tons, each of the first five cars behind the engine must weigh at least 50 tons. This restriction will not apply if train does not contain five cars that weigh 50 tons or more.

When train tonnage exceeds 4,100 tons, each of the first five cars behind the engine must weigh at least 50 tons and:

- a. All be 73' or longer; or
- b. All be less than 73'.

In determining train makeup restrictions above, be governed by the following when dealing with these non-conventional cars:

Articulated intermodal double stack car or spine car: Car having all platforms loaded is to be considered the equivalent of 2 1/2 cars each weighing 50 tons and each less than 73'.

Two-unit solid drawbar-connected intermodal long cars:

- a. If the total weight of the car is 120 tons or more, it is to be considered the equivalent of two cars, each weighing 50 tons each over 73'.
- b. If the total weight of the car is less than 120 tons, it is to be considered the equivalent of two cars, each weighing less than 50 tons and each over 73'.

Three-unit solid drawbar-connected double stack cars:

- a. If the total weight of the car is 200 tons or more, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73'.
- b. If the total weight of the car is less than 200 tons, it is to be considered the equivalent of three cars each weighing less than 50 tons and each less than 73'.

3. The following applies when operating from:  
Leyden to East Portal;  
Radium to Winter Park;  
Bond to Crater

- a. Locomotive of a loaded unit train must not exceed 36 axles of power.
- b. Locomotive of other than a loaded unit train must not exceed 24 axles of power.

When the maximum working number of axles is exceeded, isolate the excess trailing locomotive units.

**EXCEPTION:**

When isolating locomotive units in a consist to reduce the number of axles to the maximum limit, if the isolation of an additional locomotive unit brings the total number of axles BELOW the limit, this locomotive may be left on line in excess of the maximum number indicated above.

4. The following cars must not be operated on the Moffat Tunnel Subdivision:

- BNSF 306000-306153
- GVSR 89000-89058
- TTQX cars identified by TCS car kind M3X.

## MOFFAT TUNNEL SUBDIVISION (719)

**COUPLER LIMITS:** The trailing tonnage behind a car must not exceed the coupler limit as specified as follows when ascending a grade. Subtract total locomotive tonnage rating for any helper engine that is positioned within the trailing tonnage behind the car. This final figure is the trailing tonnage.

Leyden to East Portal -  
 Standard Car Coupler: 5210  
 High Strength Car Coupler: 8045  
 Tabernash to Winter Park -  
 Standard Car Coupler: 5450  
 High Strength Car Coupler: 8415  
 Bond to Crater -  
 Standard Car Coupler: 5450  
 High Strength Car Coupler: 8415  
 Phippsburg to Toponas -  
 Standard Car Coupler: 6120  
 High Strength Car Coupler: 9460

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60 HTE, SBE60CE, E60DE.

Leyden to East Portal:

Locomotive Tonnage Ratings for cut-in Helper placement			
Model	Consist With DC	Model	Consist With DC
B23-7	817	SD38-2	1006
B30-7, B36-7	872	SD39	1055
B39-8, B40-8	1523	SD40, SD40-2, SD40T-2	1267
C30-7	1558	SD45	1260
C36-7	1883	SD45-2, SD45T-2	1325
C39-8	1998	SD50, SD50M	1828
C40-8	2025	SD60, SD60M	1959
C41-8	2088	SD70M	2080
C44-9	2318	SD70MAC	1860
C44AC, C60/44	2424	SD90/43	2352
C60AC	3015	SD90AC	2979
GP15, GP15-1	715		
GP30, GP35	838	<b>Model</b>	<b>All AC Consist</b>
GP38, GP 38-2, GP39-2	862	C44AC, C60/44	2986
GP40, GP40-2, GP40P-2	895	C60AC	3022
GP40X	885	SD70MAC	2500
GP50	1296	SD90/43	2950
GP60	1523	SD90AC	2986

# MOFFAT TUNNEL SUBDIVISION (719)

Bond to Crater and  
Tabernash to Winter Park:

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	860		SD38-2	1061
B30-7, B36-7	918		SD39	1113
B39-8, B40-8	1599		SD40, SD40-2, SD40T-2	1334
C30-7	1639		SD45	1327
C36-7	1978		SD45-2, SD45T-2	1395
C39-8	2099		SD50, SD50M	1921
C40-8	2126		SD60, SD60M	2058
C41-8	2193		SD70M	2185
C44-9	2434		SD70MAC	1954
C44AC, C60/44	2545		SD90/43	2469
C60AC	3163		SD90AC	3125
GP15, GP15-1	753			
GP30, GP35	883		<b>Model</b>	<b>All AC Consist</b>
GP38, GP 38-2, GP39-2	908		C44AC, C60/44	3133
GP40, GP40-2, GP40P-2	942		C60AC	3170
GP40X	932		SD70MAC	2624
GP50	1361		SD90/43	3095
GP60	1599		SD90AC	3133

Phippsburg to Toponas:

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	982		SD38-2	1215
B30-7, B36-7	1049		SD39	1277
B39-8, B40-8	1814		SD40, SD40-2, SD40T-2	1523
C30-7	1866		SD45	1515
C36-7	2247		SD45-2, SD45T-2	1593
C39-8	2383		SD50, SD50M	2183
C40-8	2414		SD60, SD60M	2337
C41-8	2490		SD70M	2481
C44-9	2761		SD70MAC	2221
C44AC, C60/44	2886		SD90/43	2800
C60AC	3580		SD90AC	3538
GP15, GP15-1	863			
GP30, GP35	1008		<b>Model</b>	<b>All AC Consist</b>
GP38, GP 38-2, GP39-2	1037		C44AC, C60/44	3547
GP40, GP40-2, GP40P-2	1076		C60AC	3590
GP40X	1064		SD70MAC	2975
GP50	1546		SD90/43	3504
GP60	1814		SD90AC	3547

## MOFFAT TUNNEL SUBDIVISION (719)

### SI-14 MISC. INSTRUCTIONS

**Six-axle locomotives** must not be operated on Chem Spur.

**Doublestack cars** or other cars exceeding 19 feet ATR must not be handled between C&S Jct. and Phippsburg.

**Repeater Signals:** Repeater signals designated by the letter "R" are located at Winter Park MP 56.5 and Radium MP 116.1 Repeater signal indicates the aspect of the next absolute signal located beyond the repeater signal. When repeater signal is dark or displays a flashing red aspect it is an indication that the next absolute signal will be displaying a Stop indication. Repeater signal aspects are for information only.

**Operation North Yard:** Sign at MP 2 on Inbound-Outbound Lead, North Yard bears word "APEX". This sign located at point where maximum grade leaving North Yard begins. In switching movements at south end of North Yard switch engine handling cuts consisting of sufficient cars to make it necessary to pass this sign must have sufficient air brakes coupled and operative on head end of cut to assure necessary braking power to stop locomotive and cars being handled.

**Denver Union Depot:** Unless switches are actually in use, route must be left lined from Track One to the BNSF Buck Main. DUT property will be indicated by signs at the entrance to DUT, in addition to yard limit signs at the same locations. Yard limit rule applies on all tracks within DUT limits. Maximum speed on DUT tracks and BNSF Buck Main is 10 MPH.

**Siding Clay:** Loaded coal trains must not occupy Clay siding.

**Operation Moffat Tunnel:** Not more than one train at a time will be permitted to occupy track in Moffat Tunnel between East switch Winter Park and West switch East Portal except a helper locomotive may be uncoupled from the rear of an Eastward train inside Moffat Tunnel or east of East switch Winter Park.

Helper locomotive cutting off of westward train at East Portal, must not shove beyond absolute signal at the west switch of East Portal.

Absolute signal governing movements over West switch East Portal, in addition to their signal Function, will not indicate Proceed unless ventilation gate is raised.

If train crew finds gate closed, contact dispatcher immediately to open gate. If dispatcher controls will not open gate and train is inside the tunnel, ventilation should be requested until the problem with the gate is resolved.

Gate control switches are located on the south tunnel wall west of the gate and also in the portal office building to the south side of the track. The gate will open 30 seconds after pushing "GATE OPEN" button. A warning buzzer will sound during this 30 second period. When gate is closing or about to close, a red strobe light on the north wall of the tunnel will flash and buzzer will sound warning.

When train or locomotive movement is to be made into or out of the east end of the Moffat Tunnel on other than signal indication (e.g. verbal permission to pass signal displaying Stop indication), authority must first be obtained from the dispatcher before each and every move which requires that movement be made under ventilating gate to insure that gate is locked in the raised position.

Emergency exit air lock doors are located just

west of the gate, one on each side of the tunnel walls. If it becomes necessary to use these emergency exits when the gate cannot be raised, PRESSURE MUST BE EQUALIZED before attempting to open air lock doors. This is done by venting a spring loaded relief valve located in the center of each door. Always close and latch door after use BEFORE venting and opening next air lock door.

If train or locomotive is delayed in Moffat Tunnel for any reason, train dispatcher should be promptly notified by radio or nearest telephone. Telephones are located in all Refuges in Moffat Tunnel, No. 1 through No. 21. If necessary to communicate with the dispatcher using these telephones, pick up receiver and dial 911 to initiate an emergency call to the dispatcher, or dial \*82 to initiate a non-emergency call to the dispatcher.

Emergency Scott Scram units are stored in a yellow plastic barrel at Refuges No. 1 through No. 21.

Exceptions:

Refuge No. 2 - Located on top of the signal case.

Refuge No. 20 - Located in bungalow.

Refuge No. 21 - Located in locked cabinet on east wall. Cabinet is locked with a UP switch lock.

Winter Park Tool House;

East Portal in entry room adjacent to tunnel.

Yellow barrels have a threaded lid which opens by unscrewing counterclockwise.

To activate the Scott Scram unit, place the hood over your head and pull the activation pin. This will provide approximately 15 minutes of oxygen.

If Scott Scram unit or other breathing equipment including the MSA type W-65 self rescue unit is used, return it to the MTO's office for service or replacement along with a written summary of circumstances that caused breathing equipment to be necessary.

Do not smoke or be around open flames immediately after using a Scott Scram unit.

Prior to operating through the Moffat Tunnel employee must receive training on the proper use of the Scott Scram and MSA type W-65 Self-Rescuer units. Every train and engine crew member is required to have a W-65 Self-Rescuer unit in their possession while working between Plain and Winter Park. W-65 Self-Rescuer unit can be obtained from the MTO at Denver North Yard and Phippsburg. Each employee must check their W-65 Self-Rescuer unit to make sure the seal is not broken.

If an emergency condition exists and use of W-65 Self-Rescuer unit is required, train dispatcher must be notified at the first opportunity. Each person using the W-65 Self-Rescuer unit must turn in the used unit at first tie-up point and receive a new respirator.

Any new or transferred employee must contact and advise MTO or MOP that they need training on Scott Scram and W-65 Self-Rescuer units prior to being called for any assignment which will operate through the Moffat Tunnel.

**Operation Bond - Craig:** Whenever eastward signal 1296 indicates other than clear eastward trains must remain in clear of road crossing and contact train dispatcher for instructions.

Before entering Phippsburg Yard, trains must contact train dispatcher for instructions on which track to use.

# MOFFAT TUNNEL SUBDIVISION (719)

**Grade Securement Restrictions:** Do not tie up and leave a train unattended between Leyden and Granby and between Phippsburg and Crater unless:

1. The track the train is tied up on has derail protection; or
2. One of the rails on the descending direction in advance of the train is separated by M of W which will create a temporary derail.

**System Special Instructions:** Item 2-E: Maximum Speeds: Fuel conservation does not apply.

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# CRAIG SUBDIVISION (722)

Mile Post	Rule 6.3	CP #'s	Radio Display: Phippsburg to W. Phippsburg -9292 W. Phippsburg to Craig -1997 Craig to Axial -9292 Loading Coal at Axial or Energy - 2323		Sta. #'s	Siding Feet	
			WEST ▼ STATIONS ▲	EAST ▲			
168.0	YL		PHIPPSBURG (1.4)	BY	MJ439		
169.4	CTC		WEST PHIPPSBURG (5.4)				
174.8			HAYBRO (0.8)				
175.6		1756	CP 1756 (8.3)				
183.9			SIDNEY (7.2)		MJ455	6190	
191.1			STEAMBOAT (8.9)		MJ462	3910	
199.5			ADAMS (11.5)		MJ471	7950	
211.0			DAWSON (11.0)		MJ481	7320	
222.0			DORSEY (9.0)		MJ492	6760	
230.0 0.0		TWC		EVANS (1.9)		MJ501	
1.9				CRAIG (1.1)	T	MJ502	
3.0			UTE JCT. (5.2)		MJ604		
8.2			EMPIRE (1.2)		MJ609	5280	
9.4		EMPIRE JCT. (16.1)		MJ610			
25.5	YL		AXIAL	TY	MJ627		

(87.5)

**SI-01 MAIN TRACK AUTHORITY**

**CTC** Between MP 169.4 and MP 230.0.  
**TWC** Between MP 0.0 and MP 24.0.  
**Yard Limits** Between MP 168.0 and MP 169.4;  
 MP 24.0 and MP 25.5.

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed Between Mile Posts	MPH
168.0 and 0.0	
(Except as Below).....	50
168.0 and 168.7 .....	10
168.7 and 173.4 .....	25
173.4 and 180.3 .....	40
180.3 and 181.3 .....	25
181.3 and 190.4 .....	40
190.4 and 191.1 .....	30
200.0 and 209.5 .....	40
228.3 and 229.2 .....	30
0.0 and 25.5 - W .....	25
25.5 and 0.0 - E .....	20

**SI-03 OTHER SPEED RESTRICTIONS**

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts	
Turnout MP 230.0.....	20
3. Misc. Speed Restrictions (No Exceptions.)	

**SI-04 MAIN TRACK DESIGNATIONS - None.**

**SI-05 MILE POST EQUATIONS**

MP 230.0 = MP 0.0

**SI-06 DTC BLOCK LIMITS - None.**

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS**

% 172.2	% 206.0	% 15.4
% 175.5	% 208.1	% 19.8
% 177.3	(#)209.0	% EN2.4 *
(#)178.7	% 213.9	% EN5.1 *
% 180.0	% 215.7	% EN5.2 *
% 181.5	% 217.8	% EN8.2 *
% 185.3	% 219.9	% EN10.0 *
% 188.3	# 223.1	
(#)195.1	% 225.0	
% 196.6	% 227.3	
% 202.0	(#)6.7	
% 204.1	% 10.4	

\* Applies to the Energy Industrial Lead mile posts.

**SI-08 RULES ITEMS**

**Rule 8.3. Siding Empire:** Trains operating without a caboose may leave siding switches at Empire lined for siding.

All trains must approach siding switches at Empire prepared to stop until it is seen that each siding switch is lined for main track movement.

Phippsburg Yard: Trains operating without a caboose may leave main track switch at MP 168.7 lined for yard.

**Rule 9.2.3:** Indication of signal Rule 9.2.3 as contained in System Special Instructions is changed to read:  
 "Proceed prepared to pass next signal not exceeding 30 MPH and be prepared to advance on diverging route at prescribed speed through turnout unless the next signal displays Clear or Advance Approach."

**Rule 9.2.9:** Indication of signal Rule 9.2.9. as contained in System Special Instructions is changed to read: "Proceed on diverging route not exceeding prescribed speed through turnout, prepared to pass next signal not exceeding 30 MPH unless the next signal displays Clear or Advance Approach."

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

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #'S
Edna .....	174.2	MJ446
Milner .....	201.2	MJ475
Harris .....	208.0	MJ478
Hayden .....	215.1	MJ485

# CRAIG SUBDIVISION (722)

## SI-11 INDUSTRIAL LEADS

**Craig Industrial Lead:** 2.5 miles, MP 230.0 to MP 232.5. Use radio display - 9292. Maximum gross weight - 143 tons.

**Empire Industrial Lead:** 1.8 miles. Use radio display - 9292. Maximum gross weight - 143 tons.

**Energy Industrial Lead:** 12 miles, MP0.0 to MP 12.0. Speed - 20 MPH westward between MP 0.0 (Adams Junction) to MP 12.0, 12 MPH eastward between MP 12.0 and MP 0.0 (Adams Junction). CTC in effect on Energy Industrial Lead between MP 0.0 and MP 12.0. Use radio display - 1997. Maximum gross weight 143 tons. Train Defect Detectors in SI-07 identified with "EN" apply to this industrial lead.

**Ute Industrial Lead:** 11 miles, MP 0.0 to MP 11.0 - Speed 15 MPH, all other tracks 10 MPH. Maximum gross weight 143 tons.

## SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight - 143 tons.

## SI-13 TRAIN MAKE-UP RESTRICTIONS

When train tonnage exceeds 3,600 tons, each of the first five cars behind the engine must weigh at least 50 tons. This restriction will not apply if train does not contain five cars that weigh 50 tons or more.

When train tonnage exceeds 4,100 tons, each of the first five cars behind the engine must weigh at least 50 tons and:

1. All be 73' or longer; or
2. All be less than 73'.

Cars 73' or longer weighing less than 50 tons must be entrained within the rear 3000 tons of train.

**Coupler Limits:** The trailing tonnage behind a car must not exceed 6215 standard coupler, 9610 high strength coupler Deer Park to Phippsburg. Subtract total locomotive tonnage rating for any helper engine that is positioned within the trailing tonnage behind the car. This final figure is the trailing tonnage.

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.

Deer Park to Phippsburg:

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	1000		SD38-2	1237
B30-7, B36-7	1067		SD39	1300
B39-8, B40-8	1844		SD40, SD40-2, SD40T-2	1550
C30-7	1898		SD45	1542
C36-7	2286		SD45-2, SD45T-2	1621
C39-8	2424		SD50, SD50M	2220
C40-8	2455		SD60, SD60M	2377
C41-8	2533		SD70M	2523
C44-9	2807		SD70MAC	2259
C44AC, C60/44	2934		SD90/43	2847
C60AC	3640		SD90AC	3597
GP15, GP15-1	878			
GP30, GP35	1026		<b>Model</b>	<b>All AC Consist</b>
GP38, GP 38-2, GP39-2	1055		C44AC, C60/44	3606
GP40, GP40-2, GP40P-2	1095		C60AC	3649
GP40X	1083		SD70MAC	3025
GP50	1572		SD90/43	3562
GP60	1844		SD90AC	3606

## SI-14 MISC. INSTRUCTIONS

**Phippsburg Yard:** Before entering yard, trains must contact train dispatcher for instructions on which track to use.

**Grade Securement Restrictions:** Do not tie up and leave a train unattended between Sidney and Phippsburg unless:

1. The track the train is tied up on has derail protection; or
2. One of the rails on the descending direction in advance of the train is separated by M of W which will create a temporary derail.

## GLENWOOD SPRINGS SUBDIVISION (727)

Mile Post	Rule 6.3	CP #s	Radio Display: Bond to Dotsero -5454 Dotsero to Grand Jct. -2323		Sta. #s	Siding Feet	
			WEST ▼ STATIONS	EAST ▲			
128.8	CTC		BOND (13.3)	X	KP768	E7500 W11750	
142.1			DELL (13.1)		KP781	7430	
155.2			RANGE (11.6)		KP786	7720	
342.0			DOTSERO (5.6)		KP791	6150	
347.5			ALLEN (3.0)		KP797	14250	
350.5			SHOSHONE (4.5)		KP800	3960	
355.0			GRIZZLY (5.1)		KP804	5060	
360.1			GLENWOOD (8.0)		X	KP810	E10790 W7650
368.1			CHACRA (4.6)			KP818	6940
372.7			NEWCASTLE (6.8)			KP822	6270
379.5			SILT (7.1)			KP829	5810
386.6			RIFLE (3.7)			KP836	6160
390.1			LACY (7.3)			KP840	7050
399.1			DOS (4.9)			KP847	5860
404.0			GRAND VALLEY (4.7)			KP852	8060
408.7			UNA (7.9)			KP857	6150
416.6			DEBEQUE (6.7)			KP865	7670
423.3			AKIN (4.4)			KP871	6280
427.7			TUNNEL (4.9)			KP876	4660
432.6			CAMEO (4.4)			KP880	4390
437.0		PALISADE (5.5)			KP885	12200	
442.5		CLIFTON (2.8)			KP891	5200	
445.0		FRUITVALE (2.0)			KP893		
447.0		EAST YARD (2.1)			KP895		
448.7		10TH STREET (0.9)		X			
450.0		GRAND JCT.		BT	KP898		

(146.0)

**SI-01 MAIN TRACK AUTHORITY**

CTC Between MP 128.8 and MP 450.0

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed		MPH	
Between Mile Posts			
128.8 and 450.0			
(Except as Below)		PSGR	FRT
128.8 and 129.2		25	25
129.2 and 131.6		55	45
131.6 and 133.0		45	45
133.0 and 134.7		35	35
134.7 and 137.7		40	40
137.7 and 139.3		35	35
139.3 and 142.1		40	40
142.1 and 142.8		30	30
142.8 and 143.8		40	35
143.8 and 144.2		35	35
144.2 and 153.6		40	35
153.6 and 156.7		55	45
156.7 and 157.0		45	45
157.0 and 158.6		55	45
158.6 and 161.4		40	40
161.4 and 166.8		40	35
166.8 (Turnout)		35	35
342.0 and 343.5		40	35
343.5 and 344.7		30	30
344.7 and 358.5		30	25
358.5 and 359.4		25	25
359.4 and 368.1		50	50
368.1 and 374.4		70	60
385.4 and 386.4		50	50
386.4 and 388.4		70	60
395.3 and 397.0		70	60
400.4 and 405.3		70	60
409.0 and 412.0		70	60
412.0 and 412.4		40	35
412.4 and 413.2		35	30
413.2 and 417.1		50	50
417.1 and 417.9		40	40
417.9 and 420.8		50	40
420.8 and 424.4		40	35
424.4 and 424.7		40	40
424.7 and 428.3		45	40
428.3 and 431.5		40	40
431.5 and 436.6		45	40
436.6 and 438.4		40	40
448.8 and 450.0		35	35

**SI-03 OTHER SPEED RESTRICTIONS**

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
West Siding Bond: Between MP 128.8 and MP 129.7	20+
Sidings Allen, Shoshone and Grizzly	25
Grand Jct. Depot Siding	15
<b>2. Dual Control Switch Turnouts</b>	
10th Street-Crossover between Main Track and West Lead	15
<b>3. Misc. Speed Restrictions</b>	
East Lead: Fruitvale to MP 447.0	30
Connecting Lead: MP 447.0 and MP 447.3	15
West Lead: MP 447.3 to 10th Street	30

**SI-04 MAIN TRACK DESIGNATIONS - None.**

**SI-05 MILE POST EQUATIONS**

MP 166.8 = MP 342.0  
MP 393.6 = MP 394.9

**SI-06 DTC BLOCK LIMITS - None.**



**SI-07 ITEM 13 TRAIN DEFECT DETECTORS**

% 133.7	% 354.0	% 418.5
(#)136.7	% 356.0	(#)419.5
% 137.4	% 356.7	% 420.7
% 143.2	% 358.2	% 425.8
% 146.0	% 358.7	% 430.3
(#)148.4	% 359.2	# 433.5
% 150.7	% 364.5	% 434.7
(#)157.2	# 365.0	% 439.4
% 158.8	% 370.6	% 440.7
% 162.9	(#)375.4	% 444.0
% 165.9	% 377.0	# 444.1
& 166.3	% 382.3	% 446.4
# 344.6	% 384.5	
% 345.1	(#)389.2	
% 345.7	% 395.1	
% 348.6	% 401.2	
% 351.1	% 406.1	
% 352.1	# 406.5	
% 352.8	% 411.1	
% 353.5	% 413.8	

**SI-08 RULES ITEMS**

**Rule 5.5** Reduce speed signs are placed one mile instead of two in advance of the following speed restriction limits:

Westward - MP 143.8; MP 158.6; MP 343.5; MP 350.0.  
 Eastward - MP 349.6; MP 157.0; MP 142.8.

**Rule 6.32.6** Trains meeting at Range, must not block private road crossing at MP 154.8 until train to be met has arrived.

**Rule 9.2.3** Indication of signal Rule 9.2.3 as contained in System Special Instructions is changed to read:

"Proceed prepared to pass next signal not exceeding 30 MPH and be prepared to advance on diverging route at prescribed speed through turnout unless the next signal displays Clear or Advance Approach."

**Rule 9.2.9** Indication of signal Rule 9.2.9 as contained in System Special Instructions is changed to read:

"Proceed on diverging route not exceeding prescribed speed through turnout, prepared to pass next signal not exceeding 30 MPH unless the next signal displays Clear or Advance Approach."

**Rule 9.10. Cameo Load-Out Track:**

After crew member on a loaded coal train receives westward directional authority to enter CTC, the requirement to shove their train at Restricted Speed in a westward direction will not apply provided:

1. Movement does not exceed the train's length; and
2. Movement does not exceed 5 MPH.

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

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #S
Public Service .....	433.3	KP881

**SI-11 INDUSTRIAL LEADS - None.**

**SI-12 TONNAGE RESTRICTIONS/TPOB**

Maximum gross weight - 143 tons.

**Speed Restrictions:** The following table is to be used to determine the maximum allowable freight train speed, taking into account the trains' tons per operative brake.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
Below 100		60 MPH
100 to 115		50 MPH
Over 115		45 MPH

**SI-13 TRAIN MAKE-UP RESTRICTIONS**

**Coupler Limits:** From Glenwood to Shoshone trailing tonnage behind a car must not exceed:

- 7400 standard coupler
- 11500 high strength coupler

Subtract total locomotive tonnage rating for any helper engine that is positioned within the trailing tonnage behind the car. This final figure is the actual trailing tonnage.

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.

A. To determine any applicable actual trailing tonnage restriction on a specific type of car, use the following table. To use the table:

1. Determine if train contains any car listed in column titled "Type of Car"
2. Follow horizontally across and determine if any criteria listed is met.
3. When car meets the criteria, the maximum actual trailing tonnage permitted with or without helper behind this car is listed at the top of the criteria column.

Type of car	Trailing Tonnage			
	1,000 Tons	2,500 Tons	3,000 Tons	4,100 Tons
Two-Axle Front Runner Car	Weighs less than 25 tons	Weighs 25 tons or more		
Solid Drawbar Connected Two-Axle Car	Under all conditions			
Articulated Double Stack Car			One or more empty platforms	
Multi-platform Articulated Car			Has one or more empty platforms	
Car 73' or longer/ less than 50 tons			If coupled to a car less than 73' in length	If coupled to another car 73' or longer

# GLENWOOD SPRINGS SUBDIVISION (727)

B. When train tonnage exceeds 3,600 tons, each of the first five cars behind the engine must weigh at least 50 tons. This restriction will not apply if train does not contain five cars that weigh 50 tons or more.

When train tonnage exceeds 4,100 tons, each of the first five cars behind the engine must weigh at least 50 tons and:

- 1. All be 73' or longer; or
- 2. All be less than 73'.

In determining train makeup restrictions A. and B. above, be governed by the following when dealing with these non-conventional cars:

### ARTICULATED INTERMODAL DOUBLE STACK CAR OR SPINE CAR

Car having all platforms loaded is considered the equivalent of 2 1/2 cars each weighing 50 tons and each less than 73'.

### TWO-UNIT SOLID DRAWBAR-CONNECTED INTERMODAL LONG CARS

- 1. If the total weight of the car is 120 tons or more, it is to be considered the equivalent of two cars, each weighing 50 tons and each over 73'.
- 2. If the total weight of the car is less than 120 tons, it is to be considered the equivalent of two cars, each weighing less than 50 tons and each over 73'.

### THREE-UNIT SOLID DRAWBAR-CONNECTED DOUBLE STACK CARS

- 1. If the total weight of the car is 200 tons or more, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73'.
- 2. If the total weight of the car is less than 200 tons, it is to be considered the equivalent of three cars each weighing less than 50 tons and each less than 73'.

C. The following applies when operating from: Glenwood to Shoshone;

- 1. Locomotive of a loaded unit train must not exceed 36 axles of power.
- 2. Locomotive of other than a loaded unit train must not exceed 24 axles of power.

When the maximum working number of axles is exceeded, isolate the excess trailing locomotive units.

#### Exception:

When isolating locomotive units in a consist to reduce the number of axles to the maximum limit, if the isolation of an additional locomotive unit brings the total number of axles BELOW the limit, this locomotive may be left on line in excess of the maximum number indicated above.

### SI-14 MISC. INSTRUCTIONS

**Doublestack cars** or other cars exceeding 19' A.T.R. must not be handled between Dotsero and Bond.

**Operation Grand Junction:** Dual-controlled switch point derail located on middle track, 10th Street Grand Junction. Westward trains or locomotives must occupy release section approaching absolute signal one minute before train dispatcher can position signal and dual controlled switch.

Westward trains must obtain permission from train dispatcher before leaving Receiving Yard Track to enter west lead in vicinity of the hump.

Eastward trains entering alternate Inbound track East Yard, will be governed by instruction from Yardmaster.

# NORTH FORK SUBDIVISION (730)

Mile Post	Rule 6.3	CP #'s	Radio Display: Hawksnest to Bridgeport -9696 Bridgeport to Grand Jct. -1997		Sta. #'s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
95.5	YL		HAWKSNEST (1.1)	Y	MJ945	
94.4			WEST ELK (1.4)	Y	MJ944	
93.0			SOMERSET (4.5)	Y	MJ943	
88.5	TWC		TERROR CREEK (2.9)		MJ938	
85.6			CONVERSE (2.0)		MJ934	
83.6			PAONIA (8.0)		MJ933	
75.6			HOTCHKISS (5.5)		MJ925	
70.1			ROGERS MESA (7.0)		MJ920	7100
63.1			PAYNE (12.5)		MJ913	
50.6			DELTA (4.2)		MJ842	
46.4			ROUBIDEAU (20.9)		MJ837	7206
25.5			BRIDGEPORT (13.2)		MJ817	6355
12.3			WHITE WATER (12.3)		MJ813	
0.0	YL		GRAND JCT.	BY	KP898	

(95.5)

**SI-01 MAIN TRACK AUTHORITY**

TWC Between MP 91.1 and MP 1.5.  
Yard Limits Between MP 1.5 and MP 0.0.;  
MP 95.5 and MP 91.1.

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed	MPH
<b>Between Mile Posts</b>	
95.5 and 0.0	
<b>(Except as Below)</b>	
95.5 and 86.5	25
82.6 and 79.6	10
74.6 and 72.4	10
67.3 and 67.0	12
51.3 and 50.6	20
43.1 and 42.0	12
28.3 and 26.3	20
8.5 and 7.5	20
1.5 and 0.0	20

**SI-03 OTHER SPEED RESTRICTIONS**

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
All sidings	10
<b>2. Dual Control Switch Turnouts (No Exceptions.)</b>	
<b>3. Misc. Speed Restrictions (No Exceptions.)</b>	

**SI-04 MAIN TRACK DESIGNATIONS - None.**

**SI-05 MILE POST EQUATIONS - None.**

**SI-06 DTC BLOCK LIMITS - None.**

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS**

% 86.8	% 49.0	% 12.8
% 81.3	(#)48.2	% 11.0
(#)71.6	% 38.7	% 8.0
% 61.2	(#)30.1	(#)4.0
% 52.0	% 22.3	% 3.5

**SI-08 RULES ITEMS**

**Rule 8.3** No normal position for main track switches at Bridgeport, Roubideau, Rogers Mesa and Converse.

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

**SI-10 BUSINESS TRACKS - None.**

**SI-11 INDUSTRIAL LEADS**

**Montrose Industrial Lead:** 21.3 miles; MP 372.8 to MP 351.5.  
Maximum Speed except as below -- 20 MPH  
351.5 and 352.2 - 15 MPH  
361.9 and 362.4 - 10 MPH  
Six axle locomotives must not be operated on the Montrose Industrial Lead. Maximum gross weight - 143 tons.

Business Tracks	MP	Sta.#'s
Lou Pac	365.6	MJ849
Olathe	362.2	MJ853
Roe	356.2	MJ859
Sagebrush	353.5	MJ862
Montrose	351.5	MJ863

**SI-12 TONNAGE RESTRICTIONS/TPOB**

Maximum gross weight - 143 tons.

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

**SI-14 MISC. INSTRUCTIONS**

A series of earth-movement detectors are in service between MP 72.6 and MP 74.6. If detector is activated between MP 72.6 and MP 73.6 a radio alert message will be broadcast three times every four minutes until device is manually reset. Radio alert message announces:  
"SLIDE DETECTOR TRIPPED AT NORTH FORK MP 72.6"  
If detector is activated between MP 73.6 and 74.6, radio alert message will be broadcast three times every four minutes until device is manually reset. Radio message announces:  
"SLIDE DETECTOR TRIPPED AT NORTH FORK MP 73.6"  
Slide detector is in service at MP 92.0. If detector is activated, a radio alert message will be broadcast three times every four minutes until device is manually reset. Radio alert message announces:  
"SLIDE DETECTOR TRIPPED AT NORTH FORK MP 92.0"  
When detector has been activated, trains must notify the train dispatcher and not enter the slide area unless authorized by the train dispatcher.



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