

DENVER DIVISION TIMETABLE 1

EFFECTIVE SUNDAY, APRIL 10, 1994
AT 12:01 A.M.

G. P. MICHAEL

Vice President - Operations

A. M. HENSON

Vice President — Transportation

T. B. CHASE

General Manager

G. A. GREBLO

Superintendent

ASSISTANT SUPERINTENDENT

N. C. Wiseman Denver

ROAD FOREMEN OF ENGINES

M. M. Ervin Denver	S. G. Zamantakis Grand Junction
D. M. Pittenger Denver	K. W. Jensen Helper
H. D. Gibbs Pueblo	M. J. Brand Salt Lake
W. R. Morrow Minturn	S. K. Lewis Jr. Ogden

TRAINMASTER/ROAD FOREMEN OF ENGINES

R. L. Phillips Alamosa

TRAINMASTERS

S. D. Smith Denver	R. P. Guidry Pueblo
A. R. Tucker Helper	D. V. Olsen Phippsburg
D. C. Waters Salt Lake	D. B. Fordham Grand Junction
D. Cagle Salt Lake	R. N. Hyatt Grand Junction
J. E. Marzano Denver	M. S. Leatherbury Ogden
J. A. Golightly Denver	S. M. Wilson Provo

ASSISTANT TRAINMASTERS

R. B. Mitchell Denver	J.D. Devencenty Grand Junction
C. E. Tavenner Denver	T. L. Wicker Grand Junction
A. L. Leiker Denver	H. K. Binkley Grand Junction
G. J. Groth Denver	M. A. Faber Grand Junction
P. J. Morris Denver	F. R. Withers Salt Lake
F. F. Jones Pueblo	J. L. Hopper Salt Lake
K. R. Baker Pueblo	J. A. Lombardi Salt Lake
L. G. Huffman Pueblo	B. M. O'Reilly Salt Lake
D. E. Tecklenburg Pueblo	C. K. Rackley Salt Lake
M. M. Mravich Pueblo	

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DENVER DIVISION SPECIAL INSTRUCTIONS

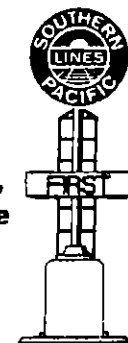
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EXPLANATION OF CHARACTERS

- A — Automatic Interlocking
- g — Gate, Normal Position against conflicting movement.
- G — Gate, Normal Position against this subdivision.
- Ⓞ — Gate, Left in Position last used.
- M — Manual Interlocking
- Q — Radio Base Station
- S — Railroad Crossing Protected By Stop Sign
- T — Turning Facility
- W — Water
- Y — Yard Limits
- 2MT — Two Main Tracks, no current of traffic
- ABS — Automatic Block Signal System
- BRT — Block Register Territory
- CTC — Centralized Traffic Control
- DTC — Direct Traffic Control
- DT — Double Track
- TWC — Track Warrant Control



NO job is so important,
 no service is so urgent,
 that we cannot take the time
 to perform all work safely.



SUBDIVISION 1

SOUTHWARD ↓		STATIONS	↑ NORTHWARD	
Station Number	Siding Feet	Subdivision 1		Mile Post
		19TH ST. INTERLOCKING 4.3	Y	0.7
Movements between 19th St. Interlocking and South Denver are over the trackage of the BN RR.				
09313		SOUTH DENVER (4.3)	M	*3.6
(Route WC)				

SOUTHWARD TRACK

Station Number	Siding Feet	STATIONS			Mile Post
09313		SOUTH DENVER 6.3	M	C	*3.6
09330	1800	LITTLETON 9.4		T	*9.9
		BIG LIFT 5.2		C	*19.3
		SEDALIA 3.3		TWC	*24.5
	8200	ORSA 4.3		DT	709.5
		CASTLE ROCK 16.4		ABS	705.2
		SPRUCE 2.5			688.8
		PALMER LAKE 5.2			*52.0
	6900	MONUMENT 8.1			*57.2
09455	7200	ACADEMY 8.0			*65.3
		NORTH COLORADO SPRINGS 1.1		C	*72.3
		BIJOU 0.5		T	*74.4
09460	20600	COLORADO SPRINGS 0.5		C	*74.9
		CIMMARON 1.0			*75.4
		SOUTH COLORADO SPRINGS 2.7			*76.4
09474	5400	KELKER 5.4			659.9
09476		CREWS 4.0			654.4
09480		FOUNTAIN 6.8		TWC	650.5
09486		BUTTES 13.1		DT	643.7
09490	5300	BRAGDON		ABS	630.6
(103.8) (Route WC)					

* Indicates SP mile posts.

SUBDIVISION 1

NORTHWARD TRACK

Station Number	Siding Feet	STATIONS			Mile Post
09313		SOUTH DENVER	MY	TWC	*3.6
		6.3		ABS	733.4
09330	1800	LITTLETON 9.1	Y	CTC	727.1
		BIG LIFT 5.2		TWC	718.0
	5000	SEDALIA 8.0		DT	712.8
		CASTLE ROCK 19.5		ABS	*32.5
		PALMER LAKE 5.2			686.2
	6900	MONUMENT 8.1			*57.2
09455	7200	ACADEMY 8.0		C	*65.3
		NORTH COLORADO SPRINGS 1.1		T	*72.3
		BIJOU 0.5		C	*74.4
09460	20600	COLORADO SPRINGS 0.5			*74.9
		CIMMARON 1.0			*75.4
		SOUTH COLORADO SPRINGS 2.7			*76.4
09474	5400	KELKER 5.4			659.9
09476		CREWS 3.1		TWC	654.4
09480		FOUNTAIN 10.2		DT	*87.9
09487		WIGWAM 9.8		ABS	*98.1
		NORTH BRAGDON 1.8		C	*107.9
09492		TAPP		T	*109.7
(105.5) (Route WC)					

SINGLE TRACK

Station Number	Siding Feet	STATIONS			Mile Post
09490	5300	BRAGDON 1.2		C	*108.5
09492		TAPP 8.5		T	*109.7
09496		PUEBLO JCT. 1.2	MY	C	*118.2
09800		PUEBLO	Y		*119.4
(10.9) (Route WC)					

* Indicates SP mile posts.

SUBDIVISION 1

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LIMITS	ALL TRAINS	LIMITS	ALL TRAINS
Switch, MP 3.6 (Normal Position)	20	109.7 and 95.0	55
3.6 and 7.7	45	95.0 and 94.9	50
7.7 and *8.5	40	94.9 and 89.6	55
8.5 and 21.7	45	89.6 and 654.4	35
21.7 and 712.3	35	654.4 and 658.2	55
712.3 and 707.3	40	658.2 and 76.6	40
707.3 and 706.9	45	76.6 and 74.3	30
706.9 and 704.6	30	74.3 and 68.6	45
704.6 and 704.4	40	68.6 and 60.3	30
704.4 and 697.8	45	60.3 and 52.0	25
697.8 and 693.0	40	52.0 and 45.4	45
693.0 and 692.1	45	45.4 and 45.2	40
692.1 and 688.8	35	45.2 and 44.7	45
688.8 and 60.3	25	44.7 and 43.3	35
60.3 and 68.6	30	43.3 and 32.6	45
68.6 and 74.3	45	32.6 and 31.8	40
74.3 and *76.6	30	31.8 and 728.4	45
76.6 and 658.2	40	728.4 and *729.5	40
658.2 and 654.4	55	729.5 and 3.6	45
654.4 (Turnout)	35	3.6 (Turnout)	10
654.4 and 650.0	35		
650.0 and 649.3	55	BETWEEN BRAGDON AND PUEBLO	
649.3 and 646.0	45	630.3 and 109.7	40
646.0 and 630.6	55	109.7 and 115.0	50
		115.0 and 118.2	45
		118.2 and 119.4	10

***RULE 5.5.** Speed may be increased when lead locomotive reaches limit of restriction.

On descending grade between Palmer Lake and MP 65.3 on the Southward Track, the following table must be used to determine the maximum speed taking into account freight trains tons per operative brake (TPOB) and tons per axle of operative dynamic brake.

Tons Per Operative Brake (TPOB)	Tons Per Axle Operative Dynamic Brake		
	250 or Less	250 + to 350	350 + to 650
Below 80	No Restriction	30 MPH	25 MPH
80 to 110	25 MPH	20 MPH	20 MPH
110.1 to 140	20 MPH	20 MPH	20 MPH

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

On descending grade between Palmer Lake and MP 41.0 on the Northward Track, the following table must be used to determine the maximum speed taking into account freight trains tons per operative brake (TPOB) and tons per axle of operative dynamic brake.

Tons Per Operative Brake (TPOB)	Tons Per Axle Operative Dynamic Brake	
	250 or Less	Over 250
115 or below	No Restriction	40 MPH
Above 115	40 MPH	25 MPH

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SPEED ON OTHER THAN MAIN TRACK:

Remotely Controlled Turnouts, Crossovers and Sidings 30

Exceptions:

Turnout, Palmer Lake 25
 Siding, Monument 25
 Siding, Colorado Springs, between crossovers,
 MP 74.3 to MP 75.5 20
 Turnout, Crews 35
 Bragdon, (North Bragdon Crossover) 40
 Pueblo Jct, all remotely controlled turnouts 10
 All other tracks, Subdivision 1 10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
729.4	Englewood	09318	*75.1	Manitou Branch	
*8.2	Military Jct.	09322	700.2	Tomah	
*15.3	Blakeland Spur	09337	694.9	Larkspur	
719.9	Acequia	09342	691.5	Greenland	
*20.6	Dupont Spur		688.8	Spruce	
*56.2	Wood		659.9	Fort Carson	
*62.0	Husted	09448	658.9	Drenan & Columbine Industrial Center	
*63.3	Stadium		647.6	Nixon Spur	09484
*66.0	Air Force Spur		638.4	Henkel	
*70.7	Russina Spur		*104.7	Pinon	09489

SPECIAL INSTRUCTIONS

RULE 1.14. Trains and engines between South Denver and BN Denver Yard, except movements within manual interlocking limits at South Denver, are governed by the General Code of Operating Rules and the timetable and special instructions of the BN Railroad Company. Rule 6.13 in effect between South Denver and BN Denver Yard.

Between South Denver and Bragdon, SP and ATSF trackage are used jointly. Movements will be governed by the General Code of Operating Rules and by timetable of the employing carrier.

Movements are authorized and governed by the SP train dispatcher on the following tracks:

Southward Track between South Denver and Palmer Lake, and between Crews and Bragdon.

Single track between Pueblo Jct and Bragdon; Northward track between Tapp and North Bragdon and at CTC crossover, Littleton.

Movements are authorized and governed by the ATSF train dispatcher on the following tracks:

Northward Track between North Bragdon and Crews.

Single Track between Crews and Palmer Lake.

Northward Track between Palmer Lake and South Denver.

RULE 6.3. Southward trains not having track warrant authority to proceed from Crews to Bragdon must notify the ATSF train dispatcher before departing Littleton and Palmer Lake.

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RULE 6.13. Location of Yard Limits:

North MP	South MP
733.4	724.0
South Denver — Littleton (Northward Track)	
East MP	West MP
118.4	120.5
Pueblo (towards Salida)	
(towards Walsenburg)	
	123.6

Note: Northward trains originating Pueblo must obtain permission to depart from Pueblo Tower Yardmaster.

RULE 6.26. Current of traffic in effect on Southward Track between Littleton and Palmer Lake and between Crews and Bragdon. Current of traffic in effect on Northward Track between North Bragdon and Crews and between Palmer Lake and South Denver.

RULE 9.1.9. Indication of signal Rule 9.1.5 as contained in System Special Instructions is revised 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.

Indication of signal Rule 9.1.9 as contained in System Special Instructions is revised to read:

PROCEED ON DIVERGING ROUTE NOT EXCEEDING PRESCRIBED SPEED THROUGH TURNOUT PREPARED TO STOP SHORT OF NEXT SIGNAL. TRAINS EXCEEDING 30 MPH MUST BEGIN REDUCTION TO 30 MPH AS SOON AS ENGINE PASSES SIGNAL DISPLAYING DIVERGING APPROACH.

RULE 10.1. CTC in effect on main track and sidings:

On Southward Track between South Denver and Littleton and at Bragdon; on Northward Track between Tapp and North Bragdon and crossover, Littleton. On single track between Palmer Lake and Crews; between Bragdon and Pueblo Jct and between Tapp and Pueblo Jct.

RULE 14.2. TWC in effect on main track:

On Southward Track between Littleton and Palmer Lake, Crews and Bragdon (authority issued by SP train dispatcher); on Northward Track between North Bragdon and Crews, Palmer Lake and South Denver (authority issued by ATSF train dispatcher).

RULE 14.9. Northward trains originating Pueblo must secure ATSF track warrant, track bulletins and track condition messages from SP yard office before leaving.

RULE 14.13. (Following addition to Rule 14.13 applies only to trains which receive a mechanically transmitted track warrant issued by the ATSF train dispatcher)

Track warrants and track bulletins may be transmitted mechanically to any location. Prescribed form for track warrant is shown in General Code of Operating Rules and pre-printed pads of this form will be in the format shown. The form for mechanical transmission is changed, with Items (5) and (14) omitted, (16) revised, (18) and (20) added.

Mechanically transmitted track warrants must indicate total number of track bulletins (Item 16), track condition messages (Item 18) and items checked (Item 19). In Items (16) and (18), if none show "No". Employees receiving copies must assure that the correct number of track bulletins and track condition messages are received, and that "items marked" correspond with those indicated in Item 20.

Add the following:

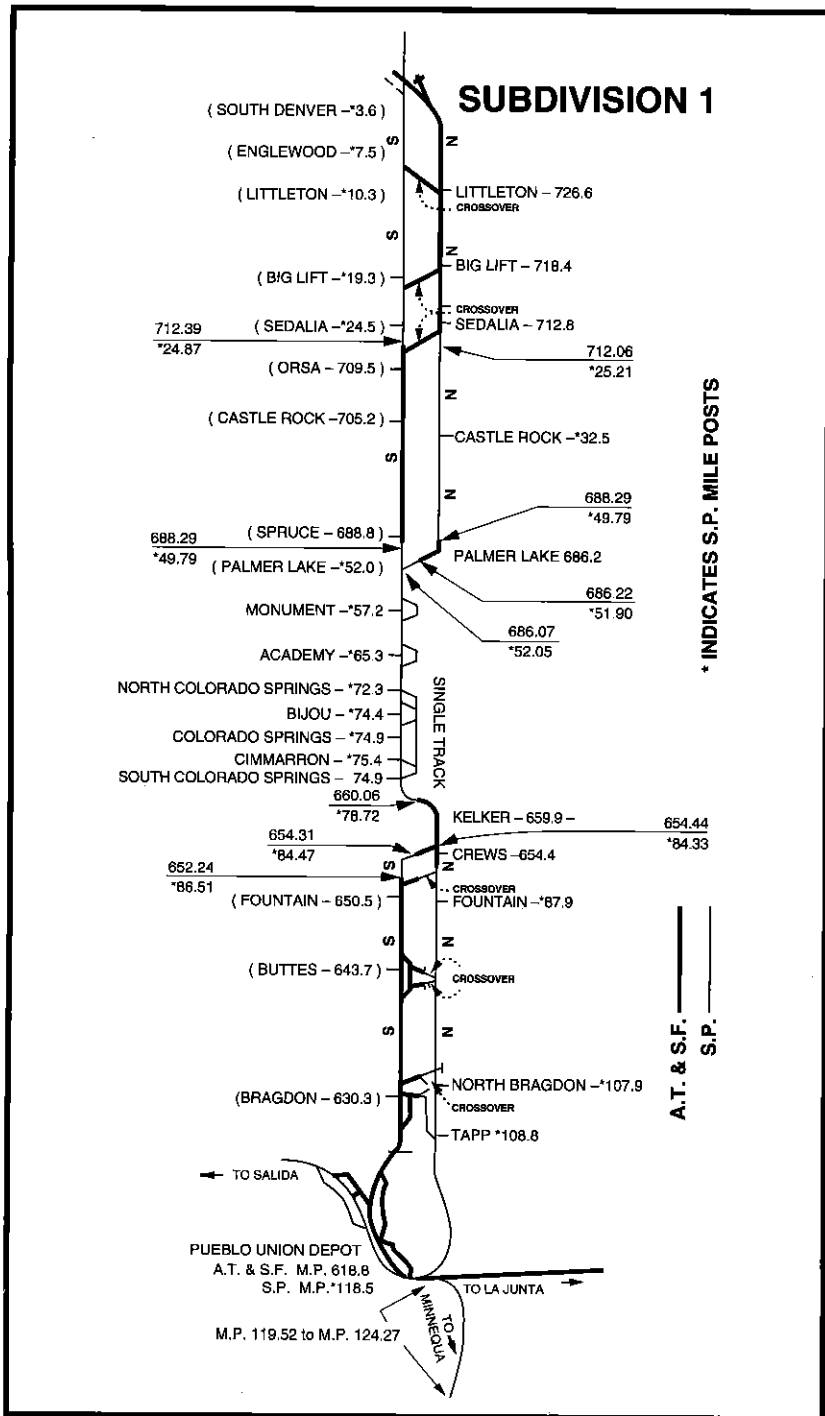
RULE 14.11. When error has been made in the address of a track warrant, it may be corrected on verbal authority of train dispatcher. When operating with the current of

SUBDIVISION 1

When helper engine is coupled to caboose in order to shove caboose back to train, helper engineer must see that trainline pressure supplied to caboose by the helper engine does not exceed 70 P.S.I.

After caboose is moved back onto train, angle cocks between helper and caboose must be closed before coupling train air to caboose. Helpers will remain coupled to train until road engineer is ready to proceed. Helpers will assist in holding train in the event air brake system needs recharging before train departs Palmer Lake.

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traffic, it will not be necessary to report limits clear unless instructed to do so by the train dispatcher.

RULE 15.1. (Following addition to Rule 15.1 applies only to trains which receive a mechanically transmitted track warrant issued by the ATSF train dispatcher)

Mechanically transmitted track bulletins must indicate in space provided, the total number of lines used. Employees receiving copies must assure that the lines used correspond with the number indicated.

AIR BRAKE RULE 52.1.7. Retainers must be used within the following locations when tons per axle of operative dynamic brake exceeds maximum indicated limit:

Location	Maximum Limit
South Track: Palmer Lake to Colorado Springs	500 tons per axle for all types of units, except 666 tons per axle for units with high capacity dynamic brakes
North Track: Palmer Lake to MP 41	

Only the road engine 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 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.

Refer to Air Brake Rule 52.1.7 for retainer use instructions.

**TRACKSIDE DETECTORS
Location & Type**

MP	Type	Track
21.3	E1 & E2	South
60.4	H-8*	Single Track
77.9	H-5	Single Track
657.7	E-1 & E-2	South
639.7	H-5 (not equipped with flashing purple light)	South
635.5	E-1 & E-2	South
100.1	E-1	North
88.5	H-5	North
654.1	H-5 (not equipped with flashing purple light)	North
43.4	H-5	North
42.4	H-5	North
32.8	H-5	North
715.5	E-1 & E-2	North

Instructions applicable to types E-1, E-2 and H-5 detectors are found in Section A of System Special Instructions. These detectors transmit simultaneously on SP, BN and ATSF radio channels.

**#INSTRUCTIONS APPLICABLE TO TYPE H-7 LOCATOR (READOUT)
TYPE DETECTORS**

1. When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Train must immediately reduce speed to not exceed 20 MPH and stop must be made with head-end at locator, if possible, readout observed and instructions in the locator cabinet complied with. Counters will indicate accumulated axle count between defective car and rear of train. If counters fail to show location of defective equipment, or if rear car of train is indicated as location of defective equipment and no defect(s) found on that car, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.
2. When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps on locator cabinet are lighted, or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted, or counters have not registered, train may proceed at prescribed speed and must be observed closely enroute.

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***INSTRUCTIONS APPLICABLE TO TYPE H-8
DETECTOR AT MP 60.4**

Hot box, hot wheel and dragging equipment detector alarms will be transmitted simultaneously on SP, BN and ATSF radio channels per the following:

A. Real time while the train is passing the Hot Box Detector site. A short "beep tone" for warning purposes will be transmitted for each real time alarm.

B. Post-train talker message.

1. The talker message will be transmitted a few seconds after the last axle has passed the detector.

2. For trains with no alarms, the following message will be transmitted:

"SP detector mile post 60.4 (Northbound or Southbound) no alarms."

This message will be repeated once after a two-second pause, followed by:

"Message complete. End of transmission."

3. For trains with one or more alarms, the following sample message will be transmitted:

"SP detector mile post 60.4 (Northbound or Southbound) (Number) alarms, count from head end of train.

First alarm, hot bearing (East or West) rail, axle (Number)

Second alarm, hot bearing (East or West) rail, axle (Number)

Third alarm, hot wheel near axle (Number)

Fourth alarm, hot wheel near axle (Number)

Fifth alarm, dragging equipment near axle (Number)

If over ten alarms are detected, the following message will be transmitted:

"Over ten alarms. Inspect the rest of the train."

This message shall be repeated once after a two-second pause, followed immediately by:

"Message complete. End of transmission."

If no radio message is received after rear of train exits detector location, this fact must be immediately reported to the SP train dispatcher.

At the SP detectors, a steady white light will be displayed at scanner location indicating that the scanner is operational. The absence of a steady white light (dark signal) at scanner location will indicate that scanner is non-operational and this fact must be promptly reported to the SP train dispatcher.

At the ATSF detectors, dragging equipment will also actuate trackside indicators.

HELPER INSTRUCTIONS

Unless otherwise provided, trains Denver-Palmer Lake requiring helper engines will have helpers entrained ahead of caboose.

Helpers will be removed from train at Palmer Lake, using runaround track.

Train with helpers before clearing ABS block southward movement at Palmer Lake must open north main line switch of runaround before train exits ABS block and keep switch open until block reoccupied by helpers. This will insure that preceding ABS Signal 50.5, in sag, remains red.

The above trains will proceed over the crest at Palmer Lake at a speed that will enable engineer to stop train with the smallest practicable brake pipe reduction. This will require communication between road engineer and helper engineer to control train speed. After stop is made, road engineer will leave automatic brake applied.

When running around caboose at Palmer Lake, caboose will be set to runaround track with derail protection. Air will be cut in for all moves.

When caboose is set to runaround track, caboose air brakes will be left in emergency until helper engine is recoupled to caboose.

SUBDIVISIONS 1-A, 1-B AND 4-A

WESTWARD ↓		STATIONS	↑ EASTWARD	
Station Number	Siding Feet		Subdivision 1-A	Mile Post
		PROSPECT 0.5	2MT CTC	1.0
09210		FOX JCT 1.0		1.5
09200		NORTH YARD 0.7		2.5
09190		UTAH JCT. M		3.2
09189		C & S JCT. 1.6		4.8
09187		ARVADA 2.2		7.0
09185	7020	LEYDEN 5.4		12.4
09180	7330	ROCKY 5.6		18.0
09169	5780	CLAY 3.2		21.2
09166	6530	PLAIN 3.3		24.5
09163	5550	CRESCENT 6.7		31.2
09160	6900	CLIFF W		C 37.0
09157	8320	ROLLINS 4.6		T 42.1
09153	5660	TOLLAND 5.0		C 47.1
09150	5750	EAST PORTAL WT		50.1
09146	7110	WINTER PARK 6.8		56.9
09142	4830	FRASER 5.3		62.2
09137	9830	TABERNASH WT		66.0
09133	9360	GRANBY W		75.8
09130	7830	SULPHUR 10.4		86.2
09127	7050	FLAT 6.8	93.0	
09123	5570	TROUBLESOME 5.0	98.0	
09116	5990	KREMMLING 5.5	103.5	
09113	6730	GORE 2.5	106.0	
09110	4920	AZURE 5.3	111.3	
09107	8540	RADIUM W	116.4	
09103	4560	YARMONY 6.5	123.0	
08736		BOND W	2MT CTC 129.3	

Subdivision 4-A

08736		BOND 12.8	2MT CTC	129.3
08732	7430	DELL 13.1	C T C	142.1
08720	7720	RANGE 11.6		155.2
08690	6150	DOTSERO		166.8
		(166.8)	(Route WB)	

SUBDIVISIONS 1-A, 1-B AND 4-A

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
BETWEEN DENVER and DOTSERO**

LIMITS	PSGR	FRT	LIMITS	PSGR	FRT
0.0 and 1.1	10	10	86.6 and 88.8	20	20
1.1 and 1.6	30	30	88.8 and 92.0	55	55
1.6 and 3.4	45	45	92.0 and 97.0	65	60
3.4 and 3.5	25	25	97.0 and 100.1	79	60
3.5 and 4.0	45	45	100.1 and 101.0	70	60
4.0 and 7.0	65	60	101.0 and 101.2	50	50
7.0 and 12.0	45	45	101.2 and 103.0	79	60
12.0 and 17.2 (Eastward)	50	30	103.0 and 103.8	55	55
12.0 and 17.2 (Westward)	60	50	103.8 and 105.8	65	60
17.2 and 18.2	35	30	105.8 and 106.3	35	35
18.2 and 23.1	25	25	106.3 and 108.5	30	25
23.1 and 28.0	28	25	108.5 and 116.6	25	25
28.0 and 29.3	25	25	116.6 and 117.2	30	30
29.3 and 31.3	28	25	117.2 and 118.6	35	35
31.3 and 31.8	25	25	118.6 and 120.6	40	35
31.8 and 36.0	28	25	120.6 and 122.8	30	30
36.0 and 37.0	25	25	122.8 and 125.0	35	35
37.0 and 40.3	43	40	125.0 and 128.3	25	25
40.3 and 41.2	25	25	128.3* and 129.7		
41.2 and 41.8	33	30	(Westward Trk.)	20	20
41.8 and 45.4 (Eastward)	40	30	129.7 and 130.8		
41.8 and 45.4 (Westward)	40	40	(Westward Trk.)	30	30
45.4 and 48.1 (Eastward)	50	30	128.3 and 129.2		
45.4 and 48.1 (Westward)	50	40	(Eastward Trk.)	25	25
48.1 and 48.6	28	25	129.2 and 130.8		
48.6 and 49.7	33	25	(Eastward Trk.)	55	55
49.7 and 56.3	40	40	130.8 and 131.6	55	55
56.3 and 56.8	35	35	131.6 and 133.0	45	45
56.8 and 58.7	40	35	133.0 and 134.7	35	35
58.7 and 62.2	30	25	134.7 and 137.7	40	40
62.2 and 65.3	65	55	137.7 and 139.3	35	35
65.3 and 65.6	35	35	139.3 and 142.1	40	40
65.6 and 67.0	55	55	142.1 and 142.8	30	30
67.0 and 68.7	30	30	142.8 and 143.8	40	35
68.7 and 69.3	25	25	143.8 and 144.2	35	35
69.3 and 73.0	30	30	144.2 and 153.6	40	35
73.0 and 74.0	35	35	153.6 and 156.7	55	55
74.0 and 79.4	75	60	156.7 and 157.0	45	45
79.4 and 82.3	40	40	157.0 and 158.6	55	55
82.3 and 83.7	65	60	158.6 and 161.4	40	40
83.7 and 84.0	50	50	161.4 and 166.8	40	35
84.0 and 86.2	60	60	166.8 (Turnout)	35	35
86.2 and 86.6	30	30			

*RULE 5.5. Speed may be increased when lead locomotive reaches limit of restriction.

Passenger trains are authorized to operate at speeds indicated in above table at locations where speed signs denote a lesser speed.

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

MP 50.1 - MP 12.0 (Eastward)	20
MP 12.0 - MP 7.0 (Eastward)	30
Bond - MP 116 (Both directions)	25

SUBDIVISIONS 1-A, 1-B AND 4-A

WESTWARD ↓		STATIONS	↑ EASTWARD	
Station Number	Siding Feet	Craig Branch Subdivision 1-A		Mile Post
08736		BOND 9.9		128.8
09095	5160	CRATER 4.0	C	138.7
09092	7470	VOLCANO 9.3	T	142.7
09085	5690	TOPONAS 9.8	C	152.0
09080		YAMPA 6.2		161.8
09079		PHIPPSBURG	Y	168.0
(39.2) (Route WBA)				

**Craig Branch
Subdivision 1-B**

09079		PHIPPSBURG 6.2	Y	168.0
09076		EDNA 9.7		174.2
09063	6190	SIDNEY 7.2		183.9
09059	3910	STEAMBOAT 8.9	C	191.1
09055	7950	ADAMS 1.2	T	199.5
09048		MILNER 6.8	C	201.2
09040		HARRIS 3.0		208.0
09033	7320	DAWSON 4.1		211.0
09027		HAYDEN 6.9		215.1
09020	6760	DORSEY 9.0		222.0
09017	8450	EVANS 0.7		231.0
09013		CRAIG	T W Y	231.7
(63.7) (Route WBA)				

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
CRAIG BRANCH
BETWEEN BOND and CRAIG**

LIMITS	ALL TRAINS	LIMITS	ALL TRAINS
128.8 and 149.7	20	190.4 and 191.1	30
149.7 and 152.0	30	191.1 and 200.0	50
152.0 and 167.2	40	200.0 and 209.5	40
167.2 and 168.7	10	209.5 and 228.3	50
168.7 and 173.4	25	228.3 and 229.2	30
173.4 and 180.3	40	229.2 and 230.0	50
180.3 and 181.3	25	230.0 and 231.7	20
181.3 and 190.4	40		

SUBDIVISIONS 1-A, 1-B AND 4-A

WESTWARD ↓		STATIONS	↑ EASTWARD	
Station Number	Siding Feet		Mile Post	
Axial Branch				
09717		EVANS 1.9	D T C Y	0.0
09013		CRAIG 1.1		1.9
09011		UTE JCT. 5.2		3.0
09005	5280	EMPIRE 1.2		8.2
09007		EMPIRE JCT. 16.1		9.4
09002		AXIAL		25.5
		(25.5) (Route WBC)		

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
AXIAL BRANCH
BETWEEN EVANS and AXIAL**

Westward		Eastward	
0.0 and 25.5	25	25.5 and 0.0	20

SPEEDS ON OTHER THAN MAIN TRACK:

Remotely controlled turnouts, crossovers and sidings	30
Exceptions:	
West switch Rocky siding	25
Sidings Plain, Crescent, East Portal and Azure	25
East switch Cliff siding	25
East switch Radium	25
Siding Clay	12
Sidings Tabernash, Crater and Volcano	20
Adams Jct. switch MP 200.0	20
East Evans switches between MP 230.1 and MP 230.3	20
Belt Line Utah Jct-UP Transfer	20
Phippsburg Long Lead	30
Energy Spur: Eastward from MP 12	12
Westward to MP 12	20
Ute Spur:	15
Locomotive servicing tracks	5
All other tracks Subdivisions 1-A, 1-B and 4-A	10

**SPECIAL INSTRUCTIONS
SUBDIVISIONS 1-A, 1-B AND 4-A**

RETAINERS

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

Locations	Maximum Limit
Winter Park to Fraser	550 for all type of units except for SD-60.
East Portal to Leyden	666 tons per axle for SD-60.
Craig Br.: Crater to Bond	

Only the road engine 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 road engine

SUBDIVISIONS 1-A, 1-B AND 4-A

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.

Refer to Rule 52.1.7 for retainer use instructions.

TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE

Sub Div	Name	Mile Post	Stn No.	Capy. In Feet	Switch Connection
1-A	Stock Yard Spur	BL2.2	09205	Yard	West
	Chem Spur	15.5	09132	2000	West
	Rocky Spur	18.0	09176	Yard	West
	A E C	18.0	09180	Yard	West
	G W A	18.0	09172	Yard	West
	AMAX	102.0	09119	Yard	East & West
	Egeria Spur	150.5		3100	West
	Toponas House track	153.0	09084	2250	East
	Yampa Stock track	161.8	09080	1850	East & West
	1-B	Energy Spur	200.1	09082		East
Energy No. 1 & 2		12.5		Yard	East & West
Energy No. 3		6.0		6300	East & West
Ute		U 6.2	09009	Yard	East

RAILROAD CROSSINGS AT GRADE PROTECTED BY SIGNALS OR SIGNALS AND DERAILS

MP	Location	Tracks Governed	Remarks
3.2	Denver	BN-North Main and SP Main Track - Belt Line	CTC and Manual Interlocking Controlled by SP train dispatcher.

HOUSE TRACKS

Sub Div	Station Name	Clearance Capacity Feet	Connection Switch
1-A	Arvada	784	E&W
	Leyden	1,632	E&W
	Rocky	878	E&W
	Plain	1,231	E&W
	Crescent	1,002	E&W
	Cliff	1,988	E&W
	Rollins	1,157	E&W
	East Portal	1,238	E&W
	Winter Park	130	E&W
	Winter Park Crane Spur	1,603	W
	Fraser	739	E&W
	Granby	2,947	E&W
	Sulphur	1,262	E&W
	Flat	673	E&W
	Troublesome	1,439	E&W
	Kremmling	1,624	E&W
	Gore	1,531	E&W
	Azure	1,089	E&W
Radium	1,068	E&W	
4-A	Dell	615	E&W
	Range	1,109	E&W

SUBDIVISIONS 1-A, 1-B AND 4-A

RULE 6.13. Location of Yard Limits

East MP		West MP
230.1	Craig (Craig Branch)	231.7
166.6	Phippsburg (Craig Branch)	169.0
24.0	Axial (Axial Branch)	28.5

RULE 6.29.1. Location of Trackside Detectors

MP	Type	MP	Type
Subdivision 1-A			
3.3	H-1	103.9	H-5
6.0	H-1, H-4	125.0	E-1
39.2	H-3	158.9	H-2
48.0	H-4	Subdivision 4-A	
48.5	H-5	148.4	E-1
58.8	H-4	156.1	H-5
63.7	E-1	166.3	H-1, H-4
79.9	E-1	Subdivision 1-B	
98.9	E-1	195.1	H-2
		223.1	H-2

Dragging Equipment Detectors are located at MP 25.6, MP 25.8 and MP 26.3 between Plain and Crescent. When activated by a train, they will transmit a radio defect message and will display flashing purple lights (strobe type) at all of the following locations between east switch Plain and Tunnel 6:

- MP 25.0 east of west switch Plain
- MP 25.4 west switch Plain
- MP 25.6 East Portal Tunnel 2
- MP 25.8 Tunnel 3
- MP 26.3 west of Tunnel 5

A moving train observing any one of this group of strobe lights illuminated, whether in advance of train or while passing over detector with train, must be stopped immediately and inspection made. These Dragging Equipment Detectors are not equipped with a cut-out switch and cannot be deactivated by train crews. A timer will automatically deactivate the detector indications.

Following is a list of H-4 detectors and the structures they protect:

Subdivision 1-A	
MP 6.0	Tunnel #1 MP 23.0
MP 48.0	Moffat tunnel
MP 58.8	Moffat tunnel
Subdivision 4-A	
MP 166.3	Sweetwater tunnel (Eastward) East Shoshone tunnel (Westward)

RULE 6.32.6. Eastward train taking siding at Range, must not block private road crossing at MP 154.8 until train to be met has arrived.

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.

RULE 10.1. CTC in effect on main track and sidings between:

- MP 1.0 and Dotsero (Subdivisions 1-A & 4-A);
- Bond and Phippsburg MP 166.6;
- Craig Branch between Phippsburg MP 169.0 and Craig MP 230.1;
- Adams Jct. MP 200.2 and MP 12.1 (Energy Spur).
- Utah Jct. and UP Transfer MP 4 (Belt Line).

SUBDIVISIONS 1-A, 1-B AND 4-A

RULE 16.1. Direct Traffic Control Designated Limits:

East MP	Block Name	West MP
Axial Branch		
0.0	Craig	4.0
4.0	Ute	8.1
8.1	Empire	11.0
11.0	Axial	24.0

MISCELLANEOUS

1. Six-axle locomotives must not be operated on the following tracks:
 Subdivision 1-A: Chem Spur and Rocky Spur.
 All Subdivisions: Yard and Industry tracks at stations as designated by Yard Circulars.
2. Double stack cars are not to be handled on Subdivisions 1-A, 1-B and 4-A.
3. **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.
4. **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.
5. **Denver Union Depot:** Within the limits of the Denver Union Terminal (DUT) all switches are hand throw switches locked with BN switch locks. Unless switches are actually in use, route must be left lined from Track One to the BN Buck Main and all switches locked. 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 BN Buck Main is 10 M.P.H.
6. **Operation Belt Line:** UP derail is located 100 feet west of head block of switch leading to Eaton Metal Products Co. on SP lead. Derail is equipped with UP and SP switch locks.
7. **Operation Rocky Spur:** Highway traffic signals interconnected with train movement in service at railroad grade crossings at Highway No. 93 and Highway No. 72 on Rocky Spur Track 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 E. G. & 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 E. G. & G. private road crossing GWA 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 E. G. & G. Rocky Flats, must have both hand brakes applied.

SUBDIVISIONS 1-A, 1-B AND 4-A

8. Operation Moffat Tunnel: Signal Rule 9.1.7 is amended to extent that a speed of 40 MPH instead of 30 will apply as follows:

Eastward absolute signals at the east end of Winter Park.

Westward absolute signals at the west end of East Portal.

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. After helper locomotive is uncoupled from rear of train, reverse movement will be made at restricted speed to next signal.

Helper locomotive cutting off of westward train at East Portal, must not shove beyond absolute signal at the west switch of East Portal. After helper locomotive is uncoupled from rear of train, reverse movement will be made at restricted speed to the next block signal.

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. Dispatcher's telephones are located in all Refuges in Moffat Tunnel, No. 1 thru No. 21.

Emergency filter masks are stored in yellow plastic barrels, four masks per barrel at the following locations:

Refuges No. 1 through No. 21;

Winter Park Tool House;

East Portal in entry room adjacent to tunnel.

Barrels have a threaded lid which opens by unscrewing counterclockwise. Caution: Remove seal tape from bottom of canister before placing mask over face.

Exceptions:

Refuge 2: Masks are located on top of signal case.

Refuge 20: Masks are located in bungalow.

Refuge 21: Masks are located in locked cabinet on east wall. Requires old DRGW switch key to open.

If breathing equipment including MSA type W-65 self rescue units is used, such equipment must be turned in to the Superintendent's office for servicing.

SUBDIVISIONS 1-A, 1-B AND 4-A

9. 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.

10. Passenger Trains Other Than Amtrak Trains:

Special passenger trains other than Amtrak trains will be operated with brake pipe pressure limited to 90 psi. Terminal air brake tests will be conducted as prescribed by air brake rules for passenger trains with the following exception:

In addition to the prescribed air tests, train must be put into emergency (initiated from the automatic brake valve on the controlling locomotive). It must be known that all cars in the train respond to this emergency brake application.

SUBDIVISIONS 8, 10 AND 11

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	Subdivision 8			Mile Post
09800		PUEBLO 3.0	Y	2	119.4
09814		MINNEQUA 1.0	Y	M	121.9
09818		SOUTHERN JCT. 47.0	Y	T	123.4
Movements between Southern Jct. and Walsenburg will be governed by BN Timetable					
09836		WALSENBURG 15.3	Y		175.0
09850	4280	LA VETA 6.5	TW		190.3
09855	1500	OCCIDENTAL 10.4		D	196.8
09860	1700	FIR 7.4	T	T	207.2
09865	3400	SIERRA 13.6		C	214.6
09870	2200	FT. GARLAND 4.2			228.2
09875		BLANCA 19.3			232.4
09890		ALAMOSA	TWY		251.7
(127.7) (Route WD)					

Creede Branch — Subdivision 10

09890		ALAMOSA 11.4	TWY		251.7
09952	700	PARMA 0.5		D	263.1
09955		AGRO 2.5		T	263.6
09958	1500	ZINZER 0.9		C	266.1
09962		SUGAR JCT. 0.4	TY		267.0
09966	600	PLEASANT SPUR 1.6	WY		267.4
09970		MONTE VISTA 13.8	Y		269.0
09975	850	DEL NORTE 6.1		D	282.8
09978	700	HANNA 9.3		T	288.9
09982	1000	SOUTH FORK 0.9		C	298.2
09987		DERRICK 13.0	TY		299.1
09990	500	WAGON WHEEL GAP 6.0	Y		312.1
09993	1000	WASSON 2.6	TY		318.1
09995		CREEDE	Y		320.7
(69.0) (Route WDB)					

SUBDIVISIONS 8, 10 AND 11

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	Antonito Branch — Subdivision 11			Mile Post
09890		ALAMOSA 4.3	WY		251.7
09905	300	LA FRUTO 1.0			256.0
09910	500	HENRY 2.6		D	257.0
09915	1700	ESTRELLA 6.6		T	259.6
09925	2700	LA JARA 3.5		C	266.2
09933	1000	BOUNTIFUL 3.6			269.7
09936	1900	ROMEO 7.0			273.3
09945		ANTONITO	Y		280.3
(28.6) (Route WDA)					

Permanent derail located at Antonito MP 281.5.

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

All Subdivisions: West of Walsenburg
Yard and industry tracks at stations as designated by Yard Circulars.

SP Subdivision 8 trains will use UP inbound-outbound track from East Roger to Subdivision 8 connection at Main Street. Trains entering Pueblo from Subdivision 8 must obtain permission from assistant managers of field operations prior to fouling UP inbound-outbound track.

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	Walsenburg-Jansen Subdivision 8			Mile Post
09836		WALSENBURG	Y		175.0
Movements between Walsenburg and Trinidad (ATSF MP 638.8) are over the trackage of the BN R.R.					
		TRINIDAD			ATSF 635.8
Movements between Trinidad and Jansen are over the trackage of the AT&SF R.R.					
09843		JANSEN	Y		638.0
(39.2)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS BETWEEN PUEBLO and ALAMOSA

LIMITS	ALL TRAINS	LIMITS	ALL TRAINS
118.9 and 122.9	12	195.0 and 213.0	12
175.0 and 190.3	25	213.0 and 222.2	25
190.3 and 195.0	20	222.0 and 251.7	30
CREEDE BRANCH			
251.7 and 299.7	25	299.7 and 320.7	(Not in service)
ANTONITO BRANCH			
251.7 and 265.5	25	266.7 and 279.7	25
265.5 and 266.7	15	279.7 and 280.3	12

SPEED ON OTHER THAN MAIN TRACK

Locomotive servicing tracks	5
All other tracks Subdivisions 8, 10, & 11	10

SUBDIVISIONS 8, 10 AND 11

**SPECIAL INSTRUCTIONS
SUBDIVISIONS 8, 10 and 11
RETAINERS**

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 La Veta.

Refer to Rule 52.1.7 for retainer use instructions.

RULE 6.13. Location of yard limits:

East MP		West MP
118.4	Pueblo (toward Salida)	120.5
	(toward Walsenburg)	123.6
175.0	Walsenburg	176.7
249.0	Alamosa (Subdivision 8)	251.7
251.7	Alamosa (Subdivision 10)	253.5
266.8	Sugar Jct. - Monte Vista (Subdivision 10)	269.5
299.5	Derrick - Creede (Subdivision 10)	320.7
251.7	Alamosa (Antonito Branch)	253.5
279.7	Antonito (Antonito Branch)	280.3

RULE 16.1. Direct Traffic Control Designated Limits:

East MP	Block Name	West MP	East MP	Block Name	West MP
	Subdivision 8			Creede Branch	
176.7	Walsenburg	190.1	253.5	Parma	263.3
190.1	LaVeta	196.5	263.3	Zinzer	266.8
196.5	Occidental	206.8	269.5	Del Norte	288.9
206.8	Fir	214.5	288.9	Hanna	299.5
214.5	Sierra	228.1		Antonito Branch	
228.1	Ft. Garland	249.0	253.5	Alamosa	259.5
			259.5	Estrella	265.7
			265.7	LaJara	273.2
			273.2	Romeo	279.7

OPERATION PUEBLO TERMINAL

General Code of Operating Rules govern train and locomotive movements within yard limits, Pueblo.

Westward UP freight trains will use either UP Inbound-Outbound or SP Inbound-Outbound track Pueblo Jct. to East Roger as routed by SP train dispatcher.

Switch to SP Subdivision 8 may be left lined for route of last movement.

Eastward UP freight trains will use UP Inbound-Outbound from East Roger to Pueblo Junction, unless otherwise instructed by assistant manager of field operations.

Eastward UP freight trains and northward SP freight trains must advise assistant trainmaster when ready to leave Pueblo Yard. Assistant trainmaster must inform SP train dispatcher that train is leaving and designate track that train is occupying approaching Pueblo Junction.

SP train dispatcher will advise assistant trainmaster of westward UP trains and/or SP southward trains when train or trains are approaching Pueblo Junction and assistant trainmaster will advise which track to advance train on Pueblo Junction to East Roger.

Unless otherwise provided, all train, yard and other locomotive movements between Pueblo Yard and Southern Junction must be authorized by assistant trainmaster Pueblo.

JOINT OPERATION SOUTHERN JCT. AND WALSENBURG

Double track between Southern Jct. and Walsenburg, is used jointly by SP and BN. The track to the right when operating from Southern Jct. to Walsenburg is under the control of SP train dispatcher. The track to the right when operating from Walsenburg to Southern Jct. is under the control of BN train dispatcher. Both tracks are designated as TWC Territory. BN timetable and General Code of Operating Rules govern train

SUBDIVISIONS 8, 10 AND 11

operation on both tracks. BN form of track warrant control will be used on both main tracks.

OPERATIONS BETWEEN WALSENBURG AND TRINIDAD

Trains between Walsenburg and Trinidad will be governed by the General Code of Operating Rules and BN timetable.

BN form of track warrant control will be used between Walsenburg and West Yard Limits Trinidad. Tracks to be used in Yard Limits at Trinidad will be governed by BN Trinidad Base.

CTC in effect at East Yard Limit Trinidad (BN MP 209.9). SP eastbound trains must depart BN main tracks through BN electric switch lock (BN MP 210.1).

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

OPERATIONS BETWEEN TRINIDAD AND JANSEN

Trains between Trinidad (AT&SF MP 635.8) and Jansen will be governed by the General Code of Operating Rules and AT&SF Timetable.

CTC in effect between Trinidad and Jansen.

Trains must secure Authority from AT&SF DS 18 Schaumburg (Radio Channel No. 32) to enter AT&SF main track at Trinidad.

OPERATION OF AT&SF ELECTRIC SWITCHES

After authority is received, unlock and remove switch lock, which will begin a timed five (5) minute delay.

After time delay expires, depress foot pedal to release hand throw lever and switch may be operated.

OPERATIONS BETWEEN JANSEN AND NEW ELK MINE

Trains between Jansen and New Elk Mine will be governed by the General Code of Operating Rules and Special Instructions of the Trinidad Railway Company.

SUBDIVISIONS 3 AND 3-A

WESTWARD ↓		STATION	Subdivision 3	Mile Post	↑ EASTWARD
Station Numbers	Siding Feet				
09800		PUEBLO	Y	119.4	2MT CTC
09690		GOODNIGHT		123.0	
09684	7390	SWALLOWS		130.8	C T C
09677	6850	HOBSON		139.6	
09673		PORTLAND		145.8	
09668	6100	ADOBE		147.1	
09662	6930	FLORENCE		151.9	
09658	7230	CANON CITY	W	160.8	
09654	9190	PARKDALE		171.2	
09650	4820	SPIKEBUCK		175.9	
09646	6190	TEXAS CREEK		184.1	
09642	5840	COTOPAXI	W	191.7	
09633	6150	VALLIE		198.1	
09617	6630	SWISSVALE		208.0	
09594	7240	SALIDA	W	215.1	
09590	9960	BROWN CANON		222.2	
09586	6890	NATHROP		232.9	
09580	9000	AMERICUS		244.7	
09576	7640	PRINCETON		252.1	
09572	8090	KOBE		263.6	
09552	7800	MALTA	T	271.0	
09548	7870	TENNESSEE PASS		280.3	
09544	8260	PANDO		288.5	
09539	10430	BELDEN		296.2	
09533	10660	MINTURN	TW	302.0	
		(181.9)	(Route WA)		

SUBDIVISIONS 3 AND 3-A

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
BETWEEN PUEBLO and MINTURN**

LIMITS:	ALL TRAINS	LIMITS:	ALL TRAINS
120.6 (Westward Trk. - wheel checker)	25	205.3 and 206.8	30
120.6 and 123.0	40	206.8 and 212.6	35
123.0 (turnout)	40	212.6 and 215.1	45
123.0 and 135.5	60	215.1 and 222.5	50
135.5 and 145.2	50	222.5 and 225.0	35
145.2 and 148.5	45	225.0 and 227.1	25
148.5 and 151.6	50	227.1 and 229.7	35
151.6* and 152.8*	40	229.7 and 239.7	50
152.8 and 158.0	50	239.7* and 240.6*	40
158.0 and 161.9	45	240.6 and 250.1	50
161.9 and 170.1	20	250.1 and 253.6	35
170.1 and 174.7	35	253.6 and 259.1	30
174.7 and 178.2	45	259.1 and 262.3	35
178.2 and 183.7	35	262.3 and 271.0	50
183.7 and 187.6	45	271.0 and 274.7	45
187.6 and 187.9	35	274.7 and 278.5	35
187.9 and 190.7	45	278.5 and 280.3	25
190.7 and 191.6	35	280.3* (Crossover, Eastward)	20
191.6 and 194.1	45	280.3 and 298.0 (Westward)	20
194.1 and 194.7	30	280.3 and 298.0 (Eastward)	25
194.7 and 205.3	35	298.0 and 301.7	30
		301.7 and 302.6	20

*RULE 5.5. Speed may be increased when lead locomotive reaches limit of restriction.

MAIN TRACK ONLY Light engine or engine and caboose only with operative dynamic brake may operate at 25 mph from MP 280.3 to MP 298.0 (Westward).

When the 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.

On descending grade between MP 280.3 and MP 245.0, the following table must be used to determine the maximum speed taking into account freight trains tons per operative brake (TPOB) and tons per axle of operative dynamic brake.

Tons Per Operative Brake (TPOB)	Tons Per Axle Operative Dynamic Brake	
	400 or Less	400 + to 650
115 or Below	No Restriction	35 MPH
Above 115	35 MPH	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 operative position. The train must not proceed except as instructed by a Road Foreman of Engines or other proper authority. Refer to Rule 52.1.7 for retainer use instructions.

SUBDIVISIONS 3 AND 3-A

WESTWARD ↓		Leadville Branch, Subdivision 3-A		↑ EASTWARD	
Station Number	Siding Feet				Mile Post
09552		MALTA 2.3	TY		271.0
09560		EILERS 1.0	Y		273.3
09562	400	AS&R Spur 1.6	Y		274.3
09566		LEADVILLE	Y		275.9
		(4.9)	(Route WAA)		
(Track not in service between Mile Post 272 and Leadville except for company ballast service which may be operated between Mile Post 272 and Eilers.)					

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
LEADVILLE BRANCH**

LIMITS	ALL TRAINS
271.0 and 275.9	15

SPEED ON OTHER THAN MAIN TRACKS

Remotely controlled turnouts, crossovers and sidings 30

Exceptions:

West switch-Tennessee Pass 25
 Crossover Tennessee Pass MP 280.3 20
 Sidings Pando and Belden: Eastward 25
 Westward 20

Exception to Westward

Westward — Lite Engines and Caboose only with operative dynamic brake 25
 Siding Spikebuck 12
 Locomotive servicing tracks 5
 All other tracks Subdivisions 3 and 3-A 10

**SPECIAL INSTRUCTIONS
SUBDIVISIONS 3 AND 3-A**

RETAINERS

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

Locations	Maximum Limit
Tennessee Pass to Minturn	400 tons
Leadville Br.: Leadville to Malta	300 tons

Only the road engine 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 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 trains that exceed 115 TPOB.

Refer to Rule 52.1.7 for retainer use instruction.

SUBDIVISIONS 3 AND 3-A

TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE

Sub. Div.	Name	Mile Post	Stn No.	Capy. In Feet	Switch Connection
3	Pleasanton	195.4	09638	3000	East & West

**RAILROAD CROSSINGS AT GRADE PROTECTED BY
SIGNALS OR SIGNALS AND DERAILS**

MP	Location	Tracks Governed	Remarks
119.6	Pueblo	SP Yard track and Freight house lead & AT&SF crossings.	Manual Interlocking Controlled by AT&SF train dispatcher.

HOUSE TRACKS

Station Name	Clearance Capacity Feet	Connection Switch
Swallows	1,025	E&W
Hobson	198	E
Adobe	806	E
Florence	386	E&W
Parkdale	473	E&W
Spikebuck	311	W
Texas Creek	857	E&W
Cotopaxi	676	E&W
Vallic	1,579	E&W
Swissvale	490	E&W
Brown Canon	650	E&W
Nathrop	907	E&W
Americus	760	W
Princeton	331	E&W
Kobe	180	W
Tennessee Pass	311	E&W
Pando	1,321	E&W

RULE 6.13. Location of Yard Limits

East MP	West MP
118.4	Pueblo (toward Salida) 120.5
	(toward Walsenburg) 123.6
271.0	Leadville Branch 275.9

RULE 6.29.1. Location of Trackside Detectors

MP	Type	MP	Type
Subdivision 3			
138.2	H-5	190.3	E-1, E-2
141.6	E-1, H-4	191.8	H-5
142.6	H-5	195.4	H-5
146.5	H-5	196.6	H-5
153.4	H-5	203.4	E-1
158.0	E-1, E-2	219.5	E-1, E-2
169.8	H-5	230.4	H-5
174.8	E-1	231.1	H-5
180.2	H-5	239.7	H-2
184.3	H-5	264.8	H-4
188.3	H-5	272.6	H-3

SUBDIVISIONS 3 AND 3-A

Following is a list of H-4 detectors and the structures they protect:

Subdivision 3
MP 141.6 Bridge MP 142.6
MP 264.8 Tennessee Pass tunnel (Westward)
Bridge MP 254.0 (Eastward)

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 10.1. CTC in effect on main tracks and sidings between Pueblo and Minturn.

MISCELLANEOUS

1. SD-type locomotives must not be operated on the following tracks:

Subdivision 3: Portland Yard
Adobe Spur
Canon City power plant
Subdivision 3-A: Leadville branch

2. OPERATION PUEBLO TERMINAL

General Code of Operating Rules govern train and locomotive movements within yard limits, Pueblo.

Westward UP freight trains will use either UP Inbound-Outbound or SP Inbound-Outbound track Pueblo Jct. to East Roger as routed by SP train dispatcher.

Switch to SP Subdivision 8 may be left lined for route of last movement.

Eastward UP freight trains will use UP Inbound-Outbound from East Roger to Pueblo Junction, unless otherwise instructed by assistant trainmaster.

Eastward UP freight trains and northward SP freight trains must advise assistant trainmaster when ready to leave Pueblo Yard. Assistant trainmaster must inform SP train dispatcher that train is leaving and designate track that train is occupying approaching Pueblo Junction.

SP train dispatcher will advise assistant trainmaster of westward UP trains and/or SP southward trains when train or trains are approaching Pueblo Junction and assistant trainmaster will advise which track to advance train on Pueblo Junction to East Roger.

Unless otherwise provided, all train, yard and other locomotive movements between Pueblo Yard and Southern Junction must be authorized by assistant trainmaster Pueblo.

3. Operation Pueblo — Tennessee Pass. Switch leading from Leadville Branch, Subdivision 3-A, 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.

4. Operation Tennessee Pass — Minturn. Absolute signals governing movements through Tennessee Pass Tunnel, in addition to signal functions will not indicate Proceed unless curtains are raised.

In case train finds curtain down or inoperative, train dispatcher must be contacted immediately.

Instructions for manual operation are posted at each tunnel portal.

SUBDIVISIONS 3 AND 3-A

5. Operation Minturn. Track 1 Minturn must be left clear of cars.

6. 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.

SUBDIVISIONS 4 and 4-B

WESTWARD ↓		STATIONS	Subdivision 4	Mile Post	↑ EASTWARD
Station Number	Siding Feet				
09533		MINTURN	TW	302.0	
		6.2			
09528	8350	AVON		308.2	
		10.8			
09524	7570	WOLCOTT		319.0	
		13.0			
09514	7760	SAGE		332.0	
		9.9			
08690	6150	DOTSERO	T	341.9	
		5.6			
08660	14250	ALLEN		347.5	
		3.0			
08655	3960	SHOSHONE		350.5	
		4.5			
08650	5060	GRIZZLY		355.0	
		5.1			
08575	E10790 W7650	GLENWOOD	TW	360.1	
		8.0			
08568	6940	CHACRA		368.1	
		4.6			
08564	6270	NEWCASTLE		372.7	
		6.8			
08560	5810	SILT		379.5	
		7.1			
08556	6160	RIFLE	TW	386.6	
		3.7			
08550	7050	LACY		390.1	
		9.0			
08546	5860	DOS		399.1	
		4.9			
08542	8060	GRAND VALLEY		404.0	
		4.7			
08538	6150	UNA		408.7	
		7.9			
08534	7670	DEBEQUE		416.6	
		6.7			
08530	6280	AKIN		423.3	
		4.4			
08526	4660	TUNNEL		427.7	
		4.9			
08522	4390	CAMEO		432.6	
		4.4			
08516	12200	PALISADE		437.0	
		5.5			
08512	5200	CLIFTON		442.5	
		2.8			
08508		FRUITVALE		445.0	
		2.0			
08400		EAST YARD		447.0	
		2.1			
		10th STREET		448.7	
		0.9			
08350	Yard	GRAND JCT.		450.0	
		(146.2)	(Route WA)		

SUBDIVISIONS 4 and 4-B

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN MINTURN and GRAND JCT.

LIMITS	PSGR		LIMITS	PSGR		FRT
	FRT	FRT		FRT	FRT	
302.0 and 302.6		20	388.4 and 395.3	79	60	
302.6 and 303.7		40	395.3 and 397.0	70	60	
303.7 and 305.0		30	397.0 and 400.4	79	60	
305.0 and 312.1		40	400.4 and 405.3	70	60	
312.1 and 313.1		35	405.3 and 409.0	79	60	
313.1 and 319.4		40	409.0 and 412.0	70	60	
319.4 and 319.5		35	412.0 and 413.2	40	35	
319.5 and 337.1		40	413.2 and 417.1	50	50	
337.1 and 342.0		35	417.1 and 417.9	40	40	
342.0 and 343.5	40	35	417.9 and 420.8	50	50	
343.5 and 344.7	35	35	420.8 and 424.4	40	35	
344.7 and 348.6	30	30	424.4 and 424.7	40	40	
348.6 and 350.0	40	30	424.7 and 428.3	45	40	
350.0 and 358.5	30	30	428.3 and 431.5	40	40	
358.5 and 359.4	25	25	431.5 and 436.6	45	40	
359.4 and 368.1	50	50	436.6 and 438.4*	40	40	
368.1 and 374.4	70	60	438.4 and 448.8	79	60	
374.4 and 385.4	79	60	448.8 and 449.0	25	25	
385.4 and 386.4	50	50	449.0 and 450.0	35	35	
386.4 and 388.4	70	60				

Passenger trains are authorized to operate at speeds indicated in above table at locations where speed signs denote a lesser speed.

***RULE 5.5.** Speed may be increased when lead locomotive reaches limit of restriction.

WESTWARD ↓		STATIONS	Subdivision 4-B	Mile Post	↑ EASTWARD
Station Number	Siding Feet				
08575		GLENWOOD	WY	360.1	
		12.8			
08620		CARBONDALE	Y	373.0	
		2.0			
08622		MID-CONTINENT	Y	375.0	
		10.1			
08625	500	WINGO	Y	385.1	
		2.3			
08630	1000	BATES	Y	387.4	
		5.5			
08635		WOODY CREEK	Y	392.9	
		(32.8)	(Route WAB)		

Main Track out of service between MP 377.0 and 392.9

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
ASPEN BRANCH**

LIMITS	ALL TRAINS		LIMITS	ALL TRAINS	
	FRT	FRT		FRT	FRT
360.1 and 362.0		10	371.0 and 376.0		10
362.0 and 371.0		20	377.0 and 392.9 (Trk not in service)		

SUBDIVISIONS 4 and 4-B

SPEEDS ON OTHER THAN MAIN TRACK

Remotely controlled turnouts, crossovers and sidings	ALL	30
Exceptions:	PSGR	FRT
Allen siding between MP 348.6 and MP 349.7	40	30
Grand Jct.: Depot Siding	ALL	15
Grand Jct.: Crossover between main track and west lead at 10th St.		15
Grand Jct. West Lead-East Lead, 10th St. to Fruitvale		30
Rifle - All yard tracks		5
Locomotive Servicing Tracks		5
All other Tracks Subdivisions 4 and 4-B		10

**SPECIAL INSTRUCTIONS
SUBDIVISIONS 4 AND 4-B**

TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE

Sub Divn.	Name	Mile Post	Stn No.	Capy. In Feet	Switch Connection
4	Eagle	329.0	09519	1550	East & West
	Gypsum	335.8	09510	1050	East & West
	Lacy	390.1	08550	Yard	West
	Union Oil	404.0	08544	2000	West
	Exxon-Union Spur .....	...	...	Yard	West
	Public Service	433.3	08518	Yard	East

HOUSE TRACKS

Sub Divn.	Station Name	Clearance Capacity Feet	Conne- tion Switch
4	Wolcott	1,462	E
	Dotsero	975	E&W
	Allen	322	E EMT
	Shoshone	237	E&W
	Newcastle	1,393	E&W
	Silt	1,108	E&W
	Rifle	1,699	E&W MT
	Dos	603	E&W
	Una	542	E
	Debeque	1,410	E&W
	Akin	798	E
	Tunnel	324	E
	Cameo	900	E
	Palisade	1,018	E&W
	Clifton	829	E&W

RULE 6.13. Location of Yard Limits

East MP	West MP
360.1	Aspen Branch
	392.9

RULE 6.29.1. Location of Trackside Detectors

MP	Type	MP	Type
Subdivision 4		406.5	H-3
314.6	E-1	430.1	H-5
344.6	H-3	433.1	H-5
365.0	H-3	433.5	E-1
375.4	E-1	444.1	H-3
389.2	H-5		

RULE 7.6. Gypsum: When cars are set out west car of set out must be placed on rail skate.

RULE 10.1. CTC is in effect on main track and sidings between Minturn and Grand Jct., Fruitvale siding and on East and West Leads at Grand Jct.

SUBDIVISIONS 4 and 4-B

MISCELLANEOUS

1. Six-axle locomotives must not be operated on yard and industry tracks at stations as designated by Yard Circulars.

2. **Operation Eagle Gypsum.** Unless otherwise provided, 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 SP main line 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.

3. **Operation Aspen Branch.** Locomotives & Cabooses must not be operated under Mid-Continent Coal & Coke Company's loading tipple at Carbondale.

Conveyor tipple at Woody Creek will not clear locomotives or cabooses.

Unless otherwise provided, iron ore from Woody Creek will weigh on weigh-in-motion scales at Mid-Continent. Conductor will furnish Mid-Continent weighmaster with a switch list in train order of cars to be weighed. It is also necessary that weighmaster at the Mid-Continent office be notified that train is ready to weigh so he can go to the scale house ahead of the train.

Weighmaster on duty Mid-Continent 8:00 AM - 4:00 PM Monday through Friday; 8:00 AM - 1:00 PM Saturday and Sunday.

4. **Operation Grand Junction.** Trains and engines must not pass hump signals D-1, D-2, D-3, D-5 or D-6 located in the vicinity of the hump at East Yard when displaying red aspect, without permission from Assistant Trainmasters. Block Signal Rules do not apply to hump signals.

These signals are operated from retarder tower. Signals D-2 and D-5 do not control the movement of yard engines when such yard engines are governed by Trimmer Signal located on west side of humpmaster building.

Unless otherwise instructed, Signal D-5 will govern Eastward trains departing from Tracks 1 through 3 inclusive and Signal D-2 will govern Eastward trains departing from Tracks 4 through 8 inclusive.

Eastward signal, D-1 located to left of track governed is 500 feet east of hump foreman's office on hump lead, East Yard Grand Junction, and displays the following:

Lunar aspect if hump lead or conflicting routes are unoccupied within a distance of 450 feet east of signal.

Red aspect if hump lead or conflicting routes are occupied within a distance of 450 feet east of signal.

Signal indication lights are located in hump office & retarder office, Grand Junction.

Unless otherwise instructed, west switch from alternate track to Track 5 lead at Receiving yard and west switch from alternate track to Track 6 must be lined for alternate track when not in use.

Other switches in the hump area must be left in the same position as they are found.

Inert retarders are located near the west end of all tracks in the classification yard (bowl).

SUBDIVISIONS 4 and 4-B

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 long lead in vicinity of the hump.

Eastward trains entering alternate Inbound track East Yard, will be governed by instructions from Assistant Trainmasters.

SUBDIVISIONS 16 and 16-A

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	Montrose Branch Subdivision 16			Mile Post
08448		MONTROSE	Y		351.5
		1.5			
08446		SAGEBRUSH	Y		353.0
		3.2			
08444		COORS ROE	Y		356.2
		6.0			
08440		OLATHE	Y		362.2
		3.4			
08436		LOU PAC	Y		365.6
		7.2			
08432		DELTA	Y		372.8
		4.7			
08428	7206	ROUBIDEAU			377.5
		20.8			
08424		BRIDGEPORT		D	398.3
		12.4		T	
08422		COTTER		C	410.7
		1.1			
08420		WHITEWATER			411.9
		12.5			
08350		GRAND JCT.	Y		424.3
		(72.8)		(Route WAC)	

Permanent derail located on main track at Montrose MP 352.1.

North Fork Branch Subdivision 16-A

08496		OLIVER	Y		417.4
		0.8			
08492		ARCO	Y		416.4
		1.3			
08484		SOMERSET	Y		415.3
		4.3			
08480		TERROR CREEK	Y		411.0
		4.0			
08476		CONVERSE	Y		407.0
		1.1			
08472		PAONIA		D	405.9
		8.1		T	
08486		HOTCHKISS		C	397.8
		5.3			
08464	7100	ROGERS MESA			392.5
		19.7			
08432		DELTA	Y		372.8
		(44.6)		(Route WAD)	

SUBDIVISIONS 16 and 16-A
MAXIMUM AUTHORIZED SPEED FOR TRAINS

MONTROSE BRANCH			
LIMITS	ALL TRAINS	LIMITS	ALL TRAINS
351.5 and 352.2	15	385.0 and 386.4	25
352.2 and 361.9	20	386.4 and 393.3	30
361.9 and 362.4	10	393.3 and 393.5	25
362.4 and 373.0	20	393.5 and 395.7	30
373.0 and 373.3	12	395.7 and 397.3	20
373.3 and 375.3	20	397.3 and 415.6	30
375.3 and 378.3	25	415.6 and 416.6	25
378.3 and 380.8	30	416.6 and 422.5	30
380.8 and 381.9	20	422.5 and 424.3	10
381.9 and 385.0	30		

NORTH FORK BRANCH			
372.8 and 373.8	12	391.1 and 394.2	30
373.8 and 374.2	20	394.2 and 394.6	25
374.2 and 380.2	30	394.6 and 396.9	12
380.2 and 383.4	25	396.9 and 397.5	25
383.4 and 387.1	30	397.5 and 404.5	30
387.1 and 388.9	25	404.5 and 407.0	25
388.9 and 389.4	30	407.0 and 408.8	20
389.4 and 389.6	20	408.8 and 415.5	12
389.6 and 390.5	30	415.5 and 417.4	10
390.5 and 391.1	25		

SPEEDS ON OTHER THAN MAIN TRACK

All tracks Subdivisions 16 and 16-A 10

SPECIAL INSTRUCTIONS

RULE 6.13. Location of Yard Limits:

East MP		West MP
422.5	Grand Jct. (Montrose Branch)	424.3
351.5	Montrose - Delta (Montrose Branch)	375.3
374.1	Delta (North Fork Branch)	372.8
417.4	Converse - Oliver (North Fork Br.)	407.0

RULE 6.29.1. Sidings Roubideau and Rogers Mesa: Trains operating without a caboose may leave siding switches at Roubideau and Rogers Mesa lined for siding.

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

RULE 8.3. Location of Trackside Detectors.

MP	Subdivision 16	Type
375.7		E-1
420.2		E1, E2

North Fork Branch. Slide areas have been identified by signs in the field between MP 395 and MP 397. A series of earth-movement detectors are installed between MP 395 and MP 397. Strobe lights are installed at MP 395 and MP 395.9. If detector is activated between MP 395 and MP 395.9, red strobe lights will be illuminated and radio alert message will be broadcast three times every four minutes until device is manually reset. Radio alert message announces:

SUBDIVISIONS 16 and 16-A

"SLIDE DETECTOR TRIPPED AT NORTH FORK MP 395"

If detector is activated between MP 395.9 and MP 397, radio alert message ONLY will be broadcast three times every four minutes until device is manually reset. Radio alert message announces:

"SLIDE DETECTOR TRIPPED AT NORTH FORK MP 396"

When detectors have been activated trains must be stopped before entering slide area and train dispatcher notified. Trains must not proceed unless authorized by the train dispatcher.

Slide detector is installed at MP 414.3 on the North Fork Branch. 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 414.3"

RULE 16.1. Direct Traffic Control Designated Limits:

East MP	Block Name	West MP	East MP	Block Name	West MP
Montrose Branch			North Fork Branch		
416.0	Orchard	422.5	385.0	Austin	374.1
410.0	Cotter	416.0	392.4	Rogers Mesa	385.0
386.0	Bridgeport	410.0	399.0	Hotchkiss	392.4
377.9	Roubideau	386.0	407.0	Converse	399.0
375.3	Delta	377.9			

MISCELLANEOUS

1. **Operation Delta.** For derail protection, switch on south leg of old wye, Subdivision 16, must be left lined and locked for old Delta yard toward river.

SUBDIVISIONS 5, 5-A AND 5-B

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	Subdivision 5			Mile Post
08350	Yard	GRAND JCT.	QTW		450.0
		2.1			
08345	5080	DURHAM			451.7
		8.8			
08335	E6630 W6730	FRUITA			460.5
		8.4			
08320	7700	MACK			468.9
		4.2			
08315	7570	RUBY			473.1
		4.9			
08310	4540	SHALE			478.0
		5.3			
08302	6070	UTALINE			483.3
		5.1			
08294	9890	WESTWATER			488.4
		9.7			
08290	7510	AGATE			498.1
		6.3			
08286	6890	CISCO			504.4
		6.1			
08282	6140	WHITEHOUSE			510.5
		5.1			
08278	5490	ELBA			515.6
		5.1			
08274	7760	SAGERS			520.7
		7.4			
08270	7210	THOMPSON	TW		528.1
		5.7			
08245	5100	BRENDEL			533.8
		6.6			
08240	5890	FLOY			540.4
		6.5			
08234	7810	SOLITUDE			546.9
		8.3			
08230	7060	GREEN RIVER	TW		555.2
		6.3			
08222	6090	SPHINX			561.5
		6.1			
08218	6020	DESERT			567.6
		6.6			
08214	6050	VISTA			574.2
		7.2			
08210	6310	WOODSIDE			581.4
		5.2			
08206	6210	GRASSY			586.6
		6.5			
08202	5940	CEDAR			593.1
		9.8			
08180	8930	MOUNDS			602.9
		8.4			
08176	11240	WASH			611.3
		1.7			
08172	6180	WELLINGTON			613.0
		6.1			
08156	10790	PRICE	W		619.1
		3.0			
08152	6350	MAXWELL			622.1
		3.2			
08148		SPRING GLEN			625.3
		0.3			
...		E HELPER X OVER			625.6
		0.8			
08140		HELPER	QTW		626.4
		(176.4)	(Route WA)		

SUBDIVISIONS 5, 5-A AND 5-B

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
BETWEEN GRAND JCT. AND HELPER**

LIMITS	PSGR	FRT	LIMITS	PSGR	FRT
448.8 and 449.0	25	25	544.2 and 546.7	79	60
449.0 and 450.0	35	35	546.7 and 547.2	70	60
450.0 and 451.5	50	50	547.2 and 549.4	79	60
451.5 and 460.0	79	60	549.4 and 552.4	70	60
460.0 and 461.0	70	60	552.4 and 554.4	79	60
461.0 and 468.9	79	60	554.4 and 555.6	70	60
468.9 and 471.2	70	60	555.6 and 558.1	75	60
471.2 and 472.8	50	50	558.1 and 563.7	70	60
472.8 and 474.8	79	50	563.7 and 570.4	79	60
474.8 and 477.6	50	50	570.4 and 575.8	75	60
477.6 and 479.2	55	50	575.8 and 576.6	70	60
479.2 and 481.9	50	50	576.6 and 578.4	79	60
481.9 and 486.1	70	60	578.4 and 582.2	70	60
486.1 and 486.9	50	50	582.2 and 582.8	50	50
486.9 and 490.2	70	60	582.8 and 584.8	79	60
490.2 and 492.7	65	60	584.8 and 585.8	55	50
492.7 and 495.3	79	60	585.8 and 587.7	70	60
495.3 and 501.7	70	60	587.7 and 589.7	79	60
501.7 and 502.4	50	50	589.7 and 592.2	35	35
502.4 and 502.7	70	60	592.2 and 594.8	40	35
502.7 and 509.2	75	60	594.8 and 595.3	35	35
509.2 and 511.8	55	55	595.3 and 598.3	70	60
511.8 and 512.7	70	60	598.3 and 598.9	50	50
512.7 and 517.7	75	60	598.9 and 602.8	70	60
517.7 and 521.8	70	60	602.8 and 605.8	55	55
521.8 and 522.1	50	50	605.8 and 614.0	70	60
522.1 and 523.1	79	60	614.0 and 617.4	79	60
523.1 and 523.9	35	35	617.4 and 618.7	70	60
523.9 and 524.6	45	40	618.7 and 619.9	40	40
524.6 and 526.2	40	40	619.9 and 621.1	60	60
526.2 and 527.7	50	50	621.1 and 622.7	70	60
527.7 and 532.0	70	60	622.7 and 624.5	50	50
532.0 and 534.4	79	60	624.5 and 625.3	35	35
534.4 and 535.2	55	55	625.3 and		
535.2 and 535.8	70	60	626.4 (Westward)	30	30
535.8 and 540.2	79	60	625.3 and		
540.2 and 543.5	70	60	626.4 (Eastward)	30	25
543.5 and 544.2	55	55			

Passenger trains are authorized to operate at speeds indicated in above table at location where speed signs denote a lesser speed.

SUBDIVISIONS 5, 5-A AND 5-B

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	Sunnyside Branch Subdivision 5-A			Mile Post
08195		SUNNYSIDE 4.3	Y		17.5
08188		COLUMBIA JCT. 8.2		D	13.2
08184	6200	BANNING 5.0		T	5.0
08180		MOUNDS	Y	C	0.0
		(17.5)		(Route WAF)	

**Cane Creek Branch
Subdivision 5-B**

08266		POTASH 7.3	Y		35.8
08262	500	EMKAY 7.2		D	28.5
08258		SEVEN MILE 3.0		T	21.3
08254	600	LEE 8.0		C	18.3
08250	600	ARCH 10.3			10.3
08245		BRENDEL			0.0
		(35.8)		(Route WAE)	

MAXIMUM AUTHORIZED SPEED FOR TRAINS

SUNNYSIDE BRANCH

LIMITS	ALL TRAINS		LIMITS	ALL TRAINS	
	Westward			Eastward	
0.0 and 11.9	20		17.5 and 11.9	20	
11.9	15		11.9	15	
11.9 and 13.2	20		11.9 and 0.0	20	
13.2 and 15.0	15				
15.0 and 17.5	10				

CANE CREEK BRANCH

0.0 and 22.4	30	24.2 and 35.7	30
22.4 and 24.2	12		

SPEED ON OTHER THAN MAIN TRACK:

Remotely controlled turnouts, crossovers, and sidings	30
Exceptions:	
Depot siding Grand Jct.	15
Grand Jct.: Crossover between main track and West Lead at 10th St.	15
C.V. Spur	12
Grand Jct.: West Lead-East Lead 10th St. to Fruitvale	30
Locomotive servicing tracks	5
All other tracks Subdivisions 5, 5-A and 5-B	10

SUBDIVISIONS 5, 5-A AND 5-B

SPECIAL INSTRUCTIONS

RETAINERS

Sunnyside Branch: Retainers must be used at all times on all loads Sunnyside to Columbia Jct. When dynamic is inoperative, retainers must be used on all cars Sunnyside to Banning.

Refer to Rule 52.1.7 for retainer use instructions.

HOUSE TRACKS

Sub Divn.	Station Name	Clearance Capacity Feet	Connection Switch
5	Depot Running Tracks	Yard	E&W
	Grand Junction	Yard	E&W
	Durham	695	E&W
	East Fruita	2,290	E&W
	West Fruita	1,500	E
	Mack	497	E&W
	Ruby	306	E&W
	Shale	916	W
	Utaline	263	E&W
	Westwater	992	E&W
	Agate	226	E
	Cisco	1,217	E&W
	Whitehouse	486	E&W
	Elba	383	W
	Sagers	347	E&W
	Thompson	1,500	E&W
	Brendel	1,173	E&W
	Floy	394	E
	Solitude	216	E
	Green River	1,749	E&W
	Sphinx	236	E&W
	Desert	286	W
	Vista	595	E&W
	Woodside	872	E&W
	Grassy	268	W
	Cedar	940	E&W
	Mounds	Yard	W
	Wash	Yard	E&W
	Wellington	1,182	E
	Price	Yard	E&W
	Maxwell	3,605	E&W

TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE

Sub Divn.	Name	Mile Post	Stn No.	Cap. In Feet	Switch Connection
5	Industry Tracks	462.5			
	Industry Lead			3150	West
	Pabco spur		08340	1000	West
	Smith Energy			900	West
	NOWSCO spur			1100	West
	Gary	463.8	08330	Yard	East & West
	C.V. Spur: (Wye)	615.8	08160	Yard	East & West
	Co-op Loop	1.3	08162	Loop	West
	Acco	1.7	08164	Loop	West

RULE 6.13. Location of Yard Limits:

East MP		West MP
4.0	Mounds (Sunnyside Branch)	0.0
17.5	Sunnyside (Sunnyside Branch)	16.1
35.8	Potash (Cane Creek Branch)	35.0

SUBDIVISIONS 5, 5-A AND 5-B

RULE 6.29.1. Location of Trackside Detectors.

MP	Type	MP	Type
Subdivision 5			
454.7	E-1	544.9	H-5
467.6	H-2	549.0	E-1
476.1	H-5	551.1	H-4
490.0	H-2	553.3	H-5
495.3	H-5	557.2	H-4
508.3	E-1	563.1	H-2
519.4	H-5	568.6	H-5
519.9	H-5	578.9	E-1
525.0	H-5	592.2	H-2
528.2	H-5	606.1	H-2
530.1	H-2	624.3	E-1

Following is a list of H-4 detectors and the structures they protect:

- Subdivision 5
- MP 551.1 Green River Bridge
- MP 557.2 Green River Bridge

RULE 10.1. CTC in effect on main tracks and sidings between Grand Jct. and Helper.

RULE 16.1. Direct Traffic Control Designated Limits:

East MP	Block Name	West MP	East MP	Block Name	West MP
Sunnyside Branch			Cane Creek Branch		
8.0	Banning	4.0	22.2	Arch	0.0
12.1	Columbia	8.0	35.0	Potash	22.2
16.1	Sunnyside	12.1			

MISCELLANEOUS

1. Six-axle locomotives must not be operated on yard and industry tracks at stations as designated by Yard Circulars.

2. **Repeater Signals.** Repeater signals designated by the letter "R" are located at Grand Jct. MP 449.2 and MP 450.1. 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.

3. **Operation Gary.** Crews having work to perform at Gary Plant will be governed by the following:

Flashing blue lights are displayed on Gary yard tracks 1, 2, 3 and 4 and indicate workmen are on or about equipment on track or tracks when blue lights are displayed. When flashing blue light is displayed on any of these tracks, trains or locomotives must not enter such tracks until the flashing blue light is turned off.

Upon arrival at Gary, if flashing blue light has not been turned off, locomotive whistle will be sounded — 1 long — 1 short, and repeated at one minute intervals until blue light is turned off.

Open pit between rails 720 feet east of west switch to yard track 3, Gary.

4. **Operation Thompson.** Acid track lead skated west end near Switch No. 1 at Thompson, Utah. Skates must be removed upon entering; skates must be replaced on track upon departing.

5. **Operation Brendel.** Crews handling inbound loads at Wycon Chemical must set "new" loads east of any "old" loads found on spot or awaiting unloading. Loads found on spot must be respotted to the unloading facility. Hand brakes must be set on all loads, and slack bunched to enable pins to be lifted. Crews must be on the alert for cars to be skated, wheels chocked, hopper doors open, etc.

Empties dropped west of the loadout must be switched to the Ore Track for movement east.

SUBDIVISIONS 5, 5-A AND 5-B

6. **Operation Cane Creek Branch.** Industry trackage at Seven Mile on the Cane Creek Branch designated as follows from the main track:

- Ore Track (Derail near switch)
- Gas No. 1—6 car spot (Derail near switch)
- Gas No. 2—4 car spot (Derail below lead switch.)
- Normal Position of switch for Gas No. 2)

Cars must not be left between Main Track and Lead Switch on Gas Track Lead on curve and descending grade.

Gate at Gas Plant is secured by private lock, and key is in possession of attendant. Switching will not be performed at Pure Oil Gas loading facilities without attendant being present except in emergency.

Skates must be used in advance of derail for added protection on runaround track.

7. **Operation Sunnyside Branch.** The loading tunnel at Sunnyside is equipped with tunnel doors at west end of tunnel. Doors will be opened and closed by load out employes.

Sound whistle while passing preparation plant to serve as notice of arrival.

Train must not enter tunnel without permission of load out employes.

8. **Operation Helper.** Dispatcher 5 controls all movement from MP 625.3, Spring Glen, West.

Dispatcher 5 controls dual controlled derail governing eastward movements to Snake Lead. Eastward trains from Coal Yard must communicate with Dispatcher 5 when ready to depart and must occupy release section one minute before dual controlled derail can be positioned to enter Snake Lead.

The derail will automatically return to the derailing position when the trailing car has cleared the release section. The power must be taken off, and the derail hand operated prior to making a westward trailing movement when the derail is in the derailing position.

Eastward trains departing on No. 1 Yard Lead must occupy release section located 500 feet in advance of absolute signal for one minute before dual controlled switches can be positioned for departure.

SUBDIVISIONS 6, 6-C, 6-E, 6-J AND 6-K

WESTWARD ↓		STATIONS	Subdivision 6	Mile Post	↑ EASTWARD	
Station Number	Siding Feet					
08140		HELPER	QTW	626.4		
		0.9 W. HELPER XOVER		627.3		
08136		1.5 UTAH RY JCT XOVER		628.8		
08132		1.6 CASTLE GATE		630.4		
08124		2.3 LYNN XOVER		632.7		
08120	5230	6.2 KYUNE		638.9		
08090		5.5 COLTON XOVER		644.8		
		5.7 E SUMMIT XOVER		650.1		
08086	7840	1.3 SUMMIT	T	651.4	2	
		0.5 W SUMMIT XOVER		651.9	M	
08082	7900	9.1 GILLULY	W	661.0	T	
08074		11.3 NARROWS XOVER		672.3	C	
08072		4.4 RIO XOVER		676.7	T	
08068		8.0 CASTILLA XOVER		684.7	C	
08016		W11.1 E12.1 SPRINGVILLE XOVER		695.8		
08012		2.8 IRONTON XOVER		698.6		
08005		2.5 PROVO	QWT	701.1		
07998		4.6 LAKOTA UP JCT.		705.7		
07994		1.4 GENEVA XOVER		707.1		
07992		1.3 PIPE MILL		708.4		
07988	8820	6.6 AMERICAN FORK		715.0	C	
07980	7240	5.3 MESA		720.3	T	
07972	6470	8.3 RIVERTON		728.6	C	
07890	6790	6.3 MIDVALE	TW	734.9		
		1.0 MIDVALE XOVER		735.9	2 MT	
07850		4.8 EAST ROPER		740.8	CTC	
07800		1.7 ROPER	TW	742.0	C	
		1.5 13th SOUTH CROSSOVER	Y	743.5	T	
		0.7 UP 9th SO CROSSING	AY	744.2		
07750		0.9 SALT LAKE	QY	745.1		
		(Eastward 119.7)	(Westward 118.7)	(Route WA)		

SUBDIVISIONS 6, 6-C, 6-E, 6-J AND 6-K

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
BETWEEN HELPER AND SALT LAKE**

LIMITS WESTWARD DIRECTION			LIMITS EASTWARD DIRECTION		
PSGR	FRT		PSGR	FRT	
35	35	624.5 and 625.3	15	12	745.1 and 744.2
30	30	625.3 and 639.9	30	30	744.2 and 742.0
35	35	639.9 and 644.5	70	60	742.0 and 731.1
65	60	644.5 and 650.3	75	60	731.1 and 727.8
60	60	650.3 and 651.6	70	60	727.8 and 724.5
45	25	651.6 and 654.3	60	60	724.5 and 723.0
30	25	654.3 and 665.3	45	45	723.0 and 721.6
55	40	665.3 and 666.8	75	45	721.6 and 717.3
35	35	666.8 and 667.7	45	45	717.3 and 716.3
40	40	667.7 and 670.8	75	60	716.3 and 708.3
55	40	670.8 and 672.7	55	55	708.3 (Turnout)
30	30	672.7 and 674.3	75	60	708.3 and 702.0
40	40	674.3 and 680.2	40	40	702.0 and 701.0
40	35	680.2 and 682.0	50	50	701.0 and 700.0
50	50	682.0 and 688.2	60	50	700.0 and 695.7
60	50	688.2 and 692.7	50	50	695.7 and 692.7
50	50	692.7 and 695.7	60	50	692.7 and 688.2
60	50	695.7 and 700.0	50	50	688.2 and 682.0
50	50	700.0 and 701.0	40	35	682.0 and 680.2
40	40	701.0 and 702.0	40	40	680.2 and 674.3
75	60	702.0 and 708.3	30	30	674.3 and 672.7
55	55	708.3 (Turnout)	55	45	672.7 and 670.8
75	60	708.3 and 716.3	40	40	670.8 and 669.9
45	45	716.3 and 717.3	45	45	669.9 and 667.7
75	45	717.3 and 721.6	35	35	667.7 and 666.8
45	45	721.6 and 723.0	55	45	666.8 and 665.3
60	60	723.0 and 724.5	30	30	665.3 and 654.3
70	60	724.5 and 727.8	45	30	654.3 and 651.6
75	60	727.8 and 731.1	60	60	651.6 and 650.3
70	60	731.1 and 742.0	65	60	650.3 and 644.5
30	30	742.0 and 744.2	35	35	644.5 and 639.9
15	12	744.2 and 745.9	30	30	639.9 and 638.7
			30	25	638.7 and 625.3

Passenger Trains are authorized to operate at speeds indicated in above table at locations where speed signs denote a lesser speed.

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

MP 651.4 - MP 665.6 (Westward)	20
MP 665.6 - MP 682.0 (Westward)	25
MP 638.9 - Spring Glen (Eastward)	20

SPEED ON OTHER THAN MAIN TRACK

Remotely controlled turnouts, crossover and sidings	30
Exceptions: Crossover UT, Railway Jct.	15
Crossover Castilla	40
Crossover Springville	50
Sidings, Kyune, Summit and Midvale	10
Geneva Steel Plant Yard	5
Keigley — All yard tracks	5
Bacchus Spur	12
UP RR and D&RGW Running Tracks	
MP 742.5 and MP 745.1	20
Movements within Grant Tower Interlocking	10
Old eastward main track MP 740.8 - 743.4	10
Locomotive servicing tracks	5
All other tracks Subdivisions 6, 6-E, 6-J and 6-K	10

SUBDIVISIONS 6, 6-C, 6-E, 6-J AND 6-K

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	Pleasant Valley Branch Subdivision 6-C			Mile Post
		END OF BRANCH	Y		21.1
		1.6			
08110	12600	SKYLINE	Y		19.5
		2.0			
08106	7690	VALCAM	Y		17.5
		2.3			
08102		SCOFIELD		D	15.2
		15.2		T	
08090		COLTON	Y	C	0.0
		(21.1)		(Route WAH)	

**Tintic Branch
Subdivision 6-E**

08048	900	BURGIN	Y		32.4
		4.9			
08044	400	PEARL	Y		27.5
		2.4			
08040	1000	ELBERTA	Y		25.1
		7.8			
08036	600	TOWNSEND	Y		17.3
		1.3			
08032		KEIGLEY	Y		16.0
		5.2			
08028	1200	PAYSON	Y		10.8
		5.7			
08025	4600	S. F. SUGAR FACTORY	Y		5.1
		1.3			
08024	1100	SPANISH FORK	Y		3.8
		1.2			
08020	1000	KIRBY	Y		2.6
		2.6			
08016		SPRINGVILLE	Y		0.0
		(32.4)		(Route WAK)	

**Bingham Branch
Subdivision 6-J**

07944		LEAD MINE	Y		11.9
		2.4			
07927		PROLER STEEL	Y		9.5
		2.8			
07936		BAGLEY	Y		6.7
		0.1			
07926	1200	INTERSTATE BRICK	Y		6.6
		1.5			
07922		WELBY	Y		5.1
		0.8			
07918	400	BALKAMP	Y		4.3
		0.6			
07914	400	PLASTRONICS	Y		3.7
		0.2			
07912	1000	SOUTH WIRE	Y		3.5
		1.5			
07910	1100	WEST JORDAN	Y		2.0
		0.5			
07906	300	DAVIDSON LUMBER	Y		1.5
		0.8			
07902	2200	US SMELTER	Y		0.7
		0.7			
07890		MIDVALE	Y		0.0
		(11.9)		(Route WAL)	

Permanent derail located on main track at Proler Steel MP 9.2.

SUBDIVISIONS 6, 6-C, 6-E, 6-J AND 6-K

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	Garfield Branch Subdivision 6-K			Mile Post
07964		MAGNA	Y		17.9
		6.7			
07954		BACCHUS SPUR	Y		11.2
		0.1			
07950	900	KEARNS READYMADE	Y		10.9
		0.4			
07958	400	PIPE AND TUBE	Y		10.7
		5.6			
07922		WELBY	Y		5.1
		(17.9)		(Route WAM)	

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
PLEASANT VALLEY BRANCH**

LIMITS	ALL TRAINS	LIMITS	ALL TRAINS
Westward		Eastward	
0.0 and 1.0	20	21.1 and 19.5	10
1.0 and 19.5	15	19.5 and 0.0	20
19.5 and 21.1	10		

TINTIC BRANCH

Westward		Eastward	
0.0 and 17.0	20	32.4 and 17.0	15
17.0 and 27.5	15	17.0 and 0.0	20
27.5 and 32.4	10		

Trains handling loads of grain must not exceed 10 MPH on Tintic Branch.

BINGHAM BRANCH

Westward		Eastward	
0.0 and 5.3	10	11.9 and 9.5	10
5.3 and 9.5	15	9.5 and 5.3	20
9.5 and 11.9	10	5.3 and 0.0	10

GARFIELD BRANCH

LIMITS	ALL TRAINS
5.1 and 17.9	20

**SPECIAL INSTRUCTIONS
SUBDIVISIONS 6, 6-E, 6-J AND 6-K**

RETAINERS

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

Locations	Maximum Limit
Castle Gate to Helper Summit to Rio Xover	550 tons per axle for all type of units except for SD-60. 666 tons per axle for SD-60.
Kyune to Castle Gate	500 tons
Bingham Br.: Leadmine to Welby	250 tons

Only the road engine 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 road engine for computing tons per axle of operative dynamic brake. If revised tons per axle of

SUBDIVISIONS 6, 6-C, 6-E, 6-J AND 6-K

operative dynamic brake does not exceed maximum limit, the setting of retainers is not required.

Retainers must be used at all times on all loads Burgin to Pearl on the Tintic Br.

When dynamic brake is inoperative, retainers must be set in slow direct position on all cars Skyline to Colton on Pleasant Valley Br.

Refer to Rule 52.1.7 for retainer use instructions.

HOUSE TRACKS

Sub Divn.	Station Name	Clearance Capacity Feet	Connection Switch
6	Helper	361	E EMT
	Utah Ry. Jct.	3,375	E EMT
	Kyune	332	W WMT
	Summit	Yard	E&W WMT
	Gilluly	2,337	E EMT
	East Narrows	2,045	E EMT
	West Narrows	175	W WMT
	American Fork	185	W
	Riverton	1,459	E&W
	Midvale	Yard	E&W
	Castle Gate	Yard	E&W WMT
	Colton	Yard	W EMT
	Keigley	Yard	MT
	Springville	Yard	W EMT

RAILROAD CROSSINGS AT GRADE NOT PROTECTED BY SIGNALS:

Sub Divn.	MP	Location	Tracks Governed	Remarks
6	0.7 on Spur	Sugar House Spur (Roper)	SP spur and UP main track.	SP trains and engines must stop clear of crossing and after ascertaining that no conflicting movement is approaching may then hand operate and lock gate against movements on UP track. After crossing movement is completed, gate must immediately be restored to normal position and locked.

SUBDIVISIONS 6, 6-C, 6-E, 6-J AND 6-K

TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE

Sub Divn.	Name	Mile Post	Stn No.	Cap. In Feet	Switch Connection
6	Lynn, Eastward track	632.0	08124	3500	East
	Detour, Westward track	665.3	08078	702	West
	Detour, Eastward track	665.1	08078	2562	East
	Castilla, Westward track	684.5	08068	500	East & West
	Gomex, Westward track	688.6	08064	Yard	East
	Sutro, Eastward track	690.7	08060	3550	East
	Ironton, UPRR Wye, Eastward track	698.8	08012	Yard	East
	Provo UPRR Jct. Eastward track	700.8	08005	Yard	West
	Geneva UPRR Connection	706.95	07994	UPRR Yard	West
	Geneva Yard Westward track	707.1	07994	Yard	East
	Pipe Mill Spur	710.1	07992	4700	West
	Murray Sampler, Westward track	737.4	07870	4600	East & West
	Forest Products, Eastward track	737.8	07805	200	East
	Murray T.T., Eastward track	738.7	07865	Yard	West
	Titan Steel, Eastward track	738.9	07865	200	East
	Fireclay, Westward track	739.1	07860	500	East
	P K Wholesale, Eastward track	740.5	07835	200	East
	Sugar House Spur	742.5	07845	Yard	West
6-J	Dalton Spur	7.5	07932	5280	East

RULE 6.13. Location of Yard Limits:

East MP	Location	West MP
743.4	13th So. Crossover — Salt Lake	745.2
1.0	Colton (Pleasant Valley Branch)	0.0
21.1	Valcam — End of Branch (Pleasant Valley Br.)	16.0
32.4	Burgin — Springville (Tintic Br.)	0.0
11.9	Lead Mine — Midvale (Bingham Br.)	0.0
17.9	Magna — Welby (Garfield Br.)	5.1

RULE 6.26. Two main tracks CTC in effect between:

Helper and Pipe Mill;
East end Midvale and East Roper MP 740.8

RULE 6.29.1. Location of Trackside Detectors.

MP	Type	MP	Type
Subdivision 6			
647.5	H-2	685.3	H-3
668.1	H-3	705.8	H-4
677.2	H-4	711.7	E-1
685.0	H-4	730.7	E-1

Thistle Tunnel. Dragging Equipment Detectors located at MP 681.8 E and MP 681.8 W, when activated by a train, will display flashing purple lights (strobe type) at the following locations:

MP 681.8 — DED with strobe light and voice alert.

MP 680.3 — East of Thistle Tunnels — strobe lights only.

Any train observing strobe light illuminated at MP 680.3, whether in advance of train or while passing over detector with train, must be stopped immediately and inspection made.

The strobe-only indicators at MP 680.3 are not equipped with a cut-out switch and cannot be deactivated by train crews. A timer will automatically deactivate the detector indications.

SUBDIVISIONS 6, 6-C, 6-E, 6-J AND 6-K

Following is a list of H-4 detectors and the structures they protect:

Subdivision 6	
MP 677.2	Thistle tunnel
MP 685.0	Thistle tunnel
MP 708.5	Provo River Bridge

RULE 10.1. CTC in effect on main tracks and sidings between Helper and MP 740.8 and on single track between MP 740.8 and MP 743.4.

RULE 16.1. Direct Traffic Control Designated Limits:

East MP	Block Name	West MP
Pleasant Valley Branch		
9.8	Canyon	1.0
16.0	Scotfield	9.8

MISCELLANEOUS

- Six-axle locomotives must not be operated on the following tracks:
 Subdivision 6: Fireclay at Murray
 Subdivision 6-E: East of Keigley and Spanish Fork Sugar Factory
 All Subdivisions: Yard and industry tracks at stations as designated by Yard Circulars.
- Repeater Signals.** Repeater signals designated by the letter "R" are located at Helper MP 627.4 and Kyune MP 638.7. 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.
- Castle Gate.** Yellow flashing strobe light is located at the tipple. Warning light will be activated when coal chute is extended or released from locked, secured position. Trains must stop short of loading facility when warning light is activated.
- Pleasant Valley Branch.** Yellow flashing strobe light is located on west side of Valcam load out facility and on both sides of load out at Skyline.
 Warning light will be activated when coal chute is extended, or released from locked secured position. Trains must stop short of loading facility when warning light is activated.
- Provo.** Union Pacific Coal tracks No. 1 (north) and No. 2 (south) — Switches at east and west end of the coal tracks are to be left lined for track 2.
 The switch from No. 1 track to the wye must be left lined for No. 1. The Union Pacific main line switch (west end) will be lined normal for the coal tracks. Coal trains will normally be delivered to the Union Pacific on track 2 and left to clear on the west end. If track 1 is clear, it will be used as a return route for SP power.
 Track 1 will normally be used for delivery of empty coal trains from the UP to the SP.
 When setting out or picking up at Provo, sufficient hand brakes must be applied to cars left standing to prevent cars from rolling out.
 All tracks in UPRR yard are designated as Interchange tracks.
- Geneva.** Gate No. 1 grade crossing must not be blocked for more than 5 minutes, 7 days a week, 24 hours a day. Trains departing Geneva must stop short of Gate No. 1 crossing until permission is received from Dispatcher 5 to enter the main track.
 An illuminated blue flashing light at Gate No. 1 grade crossing indicates an ambulance or other emergency vehicle approaching. Crossing must be immediately cleared without delay.
 Following instructions must be observed for trains entering Geneva plant:
 - All inbound trains are to weigh.
 - Inbound trains must use the middle lead (Geneva A/20 Lead).
 - Outbound trains, unless otherwise advised, must use the East Lead (Geneva A/1 Lead).

SUBDIVISIONS 6, 6-C, 6-E, 6-J AND 6-K

- Speed while weighing must not exceed 4 MPH. A green light on the masts located at each end of the scale indicates proper weighing speed. A red light indicates weighing speed must be reduced. The red light will be illuminated until weighing begins. Trains stopping on the scale while weighing must not make a reverse movement.
- All cars set out at Geneva must be bled off with sufficient handbrakes applied to secure the track.
- Geneva yardmaster's office is equipped with a SP radio monitoring channels 4 and 2. Geneva Scale is equipped with a SP radio monitoring only channel 4. Trains in Geneva yard will use these two channels only. Contact yardmaster or scale for yarding instructions. In yardmaster's absence, contact Dispatcher No. 5.
- Copies of conductor's train lists must be left for the Geneva yardmaster on the counter in the Geneva Yard Office.
- Trains doubling over at the west end of Geneva Yard must use the straight rail while doubling.
- All switches in the Geneva Plant are to be considered as rigid switches and must be hand operated.
- Taxi cabs are not permitted in the Geneva Plant. Relief crews must contact the security guard at Gate 1 or Gate 4 to make arrangements for pedestrian travel through Gate No. 2.
- Garfield Branch.** Trains entering Kennecott Corporation track MP 1.8 Bacchus Spur, must call Kennecott Corporation train dispatcher, Copperton, for permission to operate electric locks.
 When Kennecott Corporation dispatcher's office is closed or when phones are out of service movement may be made by operating electric locks and waiting 3 minutes before lining switches. Movement may then be made after providing flag protection.
 After switches have been lined and signals indicate proceed movement across Kennecott Corporation main track may be made. Movement must be continuous and switches restored to normal position on completion of movement.
 Trains entering Hercules property at Bacchus will operate within plant as follows:
 Derail located 287 feet west of building No. 2241 normally lined for derailling position, is locked with private lock when trucks are being loaded or unloaded. Barricades on track with flashing warning lights, indicate track is fouled by trucks. Sound whistle and guard will remove barricade and unlock derail when track is clear.
 Prior to crossing main track roadways, make a complete stop before proceeding. Should vehicular traffic be present, provide a flagman with proper equipment to control movement of train or vehicles based on the following requirements: Vehicles transporting nitroglycerin, live missiles or other hazardous cargo, shall have the right of way at all times. These may be easily identified. They are equipped with rotating or flashing red lights, clearly visible, and generally are preceded by an escort with similar flashing lights. All ordinary vehicular traffic will yield right of way when trains are present.
 Trains entering Magna Yard must occupy release section approaching block signal at west end of yard. If signal does not display proceed indication, a member of the crew must operate "release" located at entrance switch to yard. After operating "release" and signal fails to indicate proceed, crew member must precede movement a sufficient distance to stop any conflicting movements.
 Wye switches at Welby must be lined and locked for Garfield Branch when not in use.
- Bingham Branch.** All cars set out at Leadmine yard must have handbrakes applied.
- Joint Operations Roper — Grant Tower.** All freight trains, switch and light engine movements, including interchange deliveries between UP North Yard and SP Roper Yard will, unless otherwise provided, use the two running tracks between Grant Tower, 2nd South and Roper, 21st South. All movements in either direction on either track must be authorized by SP assistant trainmaster. The use of the 13th South cross-

SUBDIVISIONS 6, 6-C, 6-E, 6-J AND 6-K

over from running track to Westbound Passenger Main Track must be authorized by SP assistant trainmaster and SP train dispatcher. North track is designated UPRR Running Track. South track is designated as DRGW Running Track. All movements between Roper and Grant Tower on these running tracks are governed by Rule 6.28.

Before entering SP tracks at Roper Yard, crews must contact assistant trainmaster and obtain track on which to yard train and track for return movement.

All trains entering Roper Yard must switch to radio channel No. 2 at the "E" signs located; East of Roper MP 740.3, West of Roper MP 742.6.

All SP crews arriving UPRR North Yard Salt Lake City must contact Tower Yardmaster for instruction to enter yard.

SUBDIVISIONS 7 AND 7-A

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	Subdivision 7			Mile Post
07750		SALT LAKE	Y		745.1
07696		GRANT TOWER	M	C T C	745.4
		UP BECKS CROSSING	M		748.7
		SP/UP N. SALT LAKE CROSSOVER			750.6
Movements between SP/UP N. Salt Lake Crossover and Ogden are over the trackage of the UP R.R.					
07500		OGDEN			782.0
		(36.2)	(Route WA)		

Subdivision 7-A

		SP/UP N. SALT LAKE CROSSOVER	Y		750.6
07680	7000	WOODS CROSS	Y		753.9
07650	7900	CLEARFIELD			770.4
		UP SYRACUSE CROSSING	M		771.3
		UP SUGAR WORKS CROSSING	M		779.3
		TRANSFER	Y		781.1
07500		OGDEN	Y		782.0
		(31.4)	(Route WA)		
(Track between MP 755.1 and MP 778.0 is not in service)					

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
BETWEEN SALT LAKE AND SP/UP N. SALT LAKE CROSSOVER**

LIMITS:	ALL TRAINS	LIMITS:	ALL TRAINS
745.5 and 745.7	12	746.1 and 750.6	60
745.7 and 746.1	20		

SPEEDS ON OTHER THAN MAIN TRACKS

Remotely controlled turnouts, crossovers and sidings	30
Legs of Wye-Grant Tower	10
Locomotive servicing tracks	5
All other tracks, Subdivisions 7 & 7-A	10

SUBDIVISIONS 7 AND 7-A

**SPECIAL INSTRUCTIONS
SUBDIVISIONS 7 AND 7-A**

TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE

Sub Divn.	Name	Mile Post	Stn No.	Capy. In Feet	Switch Connection
7	Oil Shale spur	750.0	07685	Yard	East
	NSL Stockyard	750.3	07690	Yard	East
	Rose Park T.T.	747.1	.....	1126	West
7-A	Utah Emulsions	752.0	07684	400	West
	Crysen Oil	752.8	07683	1288	West
	Trumble Oil	752.8	07683	1200	East
	Fry	752.8	07680	500	East
	Layton	767.6	07665	2350	East & West
	Roy	775.1	07640	3000	East & West

HOUSE TRACKS

Sub Divn.	Station Name	Clearance Capacity Feet	Connection Switch
7-A	Woods Cross	650	E&W

RULE 6.13. Location of Yard Limits:

East MP	West MP	
743.4	13th So. Crossover-Salt Lake	745.2
750.6	SP/UP N. Salt Lake Crossover-Woods Cross	755.1
778.0	Ogden-UP Sugar Works Crossing	782.0

RULE 10.1. CTC in effect on main track between Grant Tower MP 746.1 and SP/UP N. Salt Lake Crossover MP 750.6.

RULE 15.10. Trains receiving track warrant and track bulletins at Roper for trip to Ogden, may use the same track warrant and track bulletins for a return trip to Roper without changing the address on the track warrant and track bulletins.

MISCELLANEOUS

1. Operation North Salt Lake-Ogden Subdivision 7. Movements between North Salt Lake and Ogden will be governed by current UP Timetable and the General Code of Operating Rules.

A train must not enter UP CTC without a track warrant or verbal instructions from UP train dispatcher.

SP Transfer Yard tracks 1 and 2 are out of service.

All trains must continuously ring locomotive bell and sound whistle while moving on westward main track between MP 742.5 (21 St. South) and MP 740.7 (33 St. South).

Westward Trains

Conductors must contact the Union Pacific Salt Lake City Sub-dispatcher by telephone at: 1-800-726-1055 prior to departure if they have work at Clearfield.

All trains must contact the Union Pacific 30th Street Tower by radio (UP and SP channels) and receive yarding instructions before arriving at Bridge Junction C.P. 817.

2. Operation Clearfield. At Freeport Center, Clearfield, when handling cars on North or South main switching lead west of SP connection switch, sufficient air brakes must be cut in and operative to control movement on descending grade with at least one air brake cut in for every six loads.

Within the limits of the Clearfield Freeport Center, Rule 6.28 governs all UP and SP train and engine movements.

SUBDIVISIONS 7 AND 7-A

All set outs will be made into Mini Yard #1. Trains will use the hand throw switches off Main #1 to the extension (just R.R. west of C.P. 809) to get to the mini yard. Conductor will leave copy of Form 6003 in mailbox across from mini yard #4 switch.

When instructed to pick up cars at Clearfield, conductor must inform Union Pacific dispatcher of fact prior to departure from Ogden.

**DENVER DIVISION
SPECIAL INSTRUCTIONS**

Section A. ADJUSTED TRAIN TONNAGE AND LOCOMOTIVE TONNAGE RATINGS:

To determine the recommended power requirements for a train, first calculate the adjusted tonnage for a train by multiplying the adjustment factor for the applicable territory times the number of cars in the train. When the train contains articulated cars, use System Special Instructions Section C SPEED RESTRICTIONS — TRAINS, to compute equivalent cars. This figure is then added to the actual train tonnage. This total is the adjusted tonnage for the train.

When calculating the adjusted tonnage of a train, the weight of any dead locomotives in engine consist must be added to the actual train tonnage.

After adjusted tonnage for a train is calculated, use the following locomotive tonnage ratings to determine the power requirements. The total locomotive tonnage ratings should exceed the train's adjusted tonnage. The locomotive tonnage ratings are guideline only.

FROM	TO	GP-30 GP-35 GP-38	GP-40 B-30-7 B-30 B-36-7	GP-60 GP-40m B-40-8 B-39-8	SD-40 SD-40T2 SD-45 SD-45T2	SD-50 SD-60 SD-60m C-40-8 DRGW 5341- 5413 (PTC) 3250	Adjust- ment Factor
Burnham	Louviers	2300	2500	2700	3400	4400	3
Louviers	Palmer Lake	1750	1900	2300	2600	3200	3
Pueblo	Colorado Springs	2300	2500	3460	3500	4600	3
Colorado Springs	Palmer Lake	1400	1500	2100	2400	2900	3
Denver	East Portal	1000	1075	1300	1550	1875	3
Tabernash	Winter Park	1050	1125	1300	1700	2100	4
Bond	Tabernash	1950	2050	2550	2900	3600	6
Bond	Toponas	1000	1100	1300	1550	2100	3
Phippsburg	Toponas	1200	1300	1300	1900	2500	3
Phippsburg	Pallas	2200	2400	2550	3400	4600	6
Haybro	Phippsburg	1425	1500	1450	2125	2800	4
Steamboat	Haybro	2200	2400	2550	3400	4600	6
Craig	Steamboat	4000	4300	4550	6000	8000	9
Adams	Energy	1750	1925	2200	2625	3500	6
Pueblo	Swallows	2300	2500	2550	3450	4700	6
Swallows	Canon City	3500	3900	3100	5600	7700	6
Hobson	Pueblo	5200	5600	6000	7500	10,000	6
Canon City	Salida	1650	1750	1850	2450	3350	4
Salida	Tennessee Pass	1400	1500	1750	2000	2600	4
Minturn	Tennessee Pass	625	675	850	950	1200	2
Grand Jct.	Glenwood	2150	2300	2550	3250	4050	6
Glenwood	Minturn	1525	1650	2000	2300	2875	6
Glenwood	Bond	1650	1750	2000	2450	3100	6
Glenwood	Mid-Continent	1950	2050	2550	2900	3625	3
Mid-Continent	Woody Creek	950	1000	1475	1400	1950	3
Malta	Eilers	750	825	850	1150	1500	2
Eilers	Leadville	625	675	850	950	1300	2
Pueblo	Minnequa	1600	1750	1950	2400	3350	4
Minnequa	Walsenburg	1950	2100	2550	2900	4000	6
Walsenburg	La Veta	1300	1400	1300	1950	2550	4
La Veta	Fir	600	650	750	950	1300	2
Alamosa	Russell	2000	2150	2800	3050	3950	5
Russell	Sierra	1400	1500	2000	2100	2900	4
Sierra	Fir	775	850	950	1250	1625	3
Walsenburg	Trinidad	1950	2100	2350	2900	4000	5
Trinidad	Walsenburg	1950	2100	2550	2900	4000	5
Grand Jct.	Mounds	1900	2000	2150	3000	3750	6

**DENVER DIVISION
SPECIAL INSTRUCTIONS**

FROM	TO	GP-30 GP-35 GP-38	GP-40 B-30-7 B-30 B-36-7	GP-60 GP-40m B-40-8 B-39-8	SD-40 SD-40T2 SD-45 SD-45T2	SD-50 SD-60 SD-60m C-40-8 DRGW 5341- 5413 (PTC) 3250	Adjust- ment Factor
Potash	Brendel	1750	1900	2200	2600	2900	5
Brendel	Emkay	1400	1500	1800	2100	2900	5
Mounds	Helper	2000	2150	2550	3400	4600	6
Helper	Grand Jct.	2000	2150	2150	3050	4200	6
Mounds	Columbia Jct.	1250	1350	1900	1850	2600	3
Columbia Jct.	Sunnyside	650	700	750	980	1400	2
Grand Jct.	Delta	5200	5600	4550	7500	10,000	10
Delta	Montrose	2150	2300	2400	3250	4450	5
Delta	Somerses	2150	2300	2550	3250	4450	5
Hotchkiss	Rogers Mesa	3800	4100	5500	6000	7450	8
Subdlv. 16 Wye	East Yard	4700	5000	6300	7000	10,000	.....
Helper	Castle Gate	1000	1100	1450	1550	2050	3
Castle Gate	Kyune	800	925	1050	1325	1750	3
Kyune	Summit	1950	2050	2550	2900	4050	3
Provo	Castilla	2500	2700	2550	3800	5300	3
Castilla	Summit	1000	1075	1300	1550	1850	3
Provo	Geneva	5400	5800	5550	.....	.....	8
Salt Lake	Ogden	3500	3700	3300	5100	7100	8
Ogden	Salt Lake	3500	3700	3300	5100	7100	8
Colton	Scotfield	1150	1200	1600	1650	2300	3
Scotfield	Skyline	650	700	850	950	1350	2
Midvale	Welby	950	1000	1150	1400	2000	2
Welby	Dalton Jct.	650	700	1000	1350	1900	2
Dalton Jct.	Lead Mine	600	650	750	950	1350	1
Magna	Welby	2450	2650	2550	3700	5200	3
Springville	Keigley	1900	2050	2350	2850	3900	5
Pearl	Keigley	1900	2050	850	2850	3900	5
Keigley	Burglin	470	500	750	700	900	1

SD-40 type locomotives equipped with Positive Traction Control (PTC) are rated the same as SD-50's.

When GP-type locomotives are used in a mixed consist, their short-time rating will govern all other locomotives in the same consist.

Locomotives equipped with PTC will have a short-time rating plate denoting short-time rating for that locomotive. This short-time rating plate is to be used instead of the short-time rating on the loadmeter.

**DENVER DIVISION
SPECIAL INSTRUCTIONS**

Section B. COUPLER LIMITS:

Train's adjusted tonnage handled by road engine of a train must not exceed the following limits on ascending grade. To determine adjusted tonnage handled by road engine when train has entrained or rear-of-train helper, subtract total locomotive tonnage ratings for helper engine from train's adjusted tonnage. Refer to Section A for calculation of train's adjusted tonnage.

Territory	Car Coupler Type	
	Standard	High Strength
Subdivision 1		
Louviers to Palmer Lake	7000	11,000
Colorado Springs to Palmer Lake	7000	11,000
Subdivision 1-A		
North Yard to East Portal	5500	8000
Tabernash to Winter Park	5500	8000
Bond to Crater	5500	8000
Phippsburg to Toponas	6500	9000
Subdivision 1-B		
Haybro to Phippsburg	6500	9000
Subdivision 3		
Canon City to Tennessee Pass	7500	10,500
Belden to Tennessee Pass	3600	5000
Minturn to Belden	5000	7200
Subdivision 4		
Glenwood to Dotsero	7700	11,500
Dotsero to Minturn	7700	11,500
Subdivision 6		
Helper to Kyune	4500	6500
Castilla to Summit	5500	8000
Subdivision 8		
Pueblo to Minnequa	7500	12,000
Sierra to Fir	4500	6800
La Veta to Fir	3500	5000

**DENVER DIVISION
SPECIAL INSTRUCTIONS**

Section C. LOAD LIMIT

1. Unless authorized, heavier loads will not be handled where load limit is shown.

When load limit is 132 tons or higher and load limit of car is not exceeded, the following load limits apply.

6 axle car — 197 ton
8 axle car — 263 ton

- Unless authorized, all relief outfit cranes, locomotive cranes, cranes and pile drivers must not operate over branches listing a load limit less than 132 tons.
- Load limit will not apply to articulated cars.
- Load Limit Lines 134 tons
BRANCHES 132 tons
Exceptions:
Aspen (Carbondale-Woody Creek) 125 tons
Creede (South Fork-Creede) 125 tons

Section D. RADIO CHANNEL ASSIGNMENTS

Radio channel assignment for locomotives and other radios is Road 1 which is F-1 or 96-96 on all channel radios, or Road 2 which is F-2 or 14-14 on all channel radios.

The following list shows where Road 1 or Road 2 is used.

When entering or leaving assigned channel areas, wayside signs are placed reading "CHECK YOUR RADIO CHANNEL".

Trackside detectors will transmit on the channel assigned to the territory in which they are located.

Train will monitor only the Road channel which is assigned to the territory in which the train is operating.

D&RGW Radio Channels and All Channel Radios

DRGW 1	54-54
DRGW 2	92-92
DRGW 3	19-97
DRGW 4	23-23

When equipped with A-B switch position A will have the channels shown above and position B will be:

- B-1 UP road
- B-2 Blank
- B-3 SP Road 1
- B-4 SP Road 2

- Subdivision 1, 1-A except between West Leyden and East Portal, 4-A, 5, 5-A, 5-B, 8, 10 and 11 DRGW 1
- Subdivision 16-A, 1-B between Evans and Axial. DRGW 2
- Subdivision 1-B between Phippsburg and Evans, 16, Moffat Tunnel DRGW 3
- Subdivision 1-A between West Leyden and East Portal, 3, 3-A, 4, 4-B, 6, 6-C, 6-E, 6-J, 6-K, 6-L, 7, 7-A and loading coal at locations on the Axial Branch or Energy Spur. DRGW 4

When operating on UPRR between North Salt Lake and Ogden use 27-27 on all channel radio or F-4 with 4 channel SP-UP radio.

**DENVER DIVISION
SPECIAL INSTRUCTIONS**

Section E. PBX RADIO CHANNELS

To Use Set Channels as indicated
Use * plus Code number to connect
Use # plus Code number to disconnect

Channel #	Code #	Area
11/71		Ogden to Castilla
17/75		Gilluly to Wash
11/71		Mounds to Brendel
17/75		Mack to Cameo
11/71		Una to Glenwood
17/75		Shoshone to Pando
11/71		Radium to Winter Park
17/75		Plain to Sedalia
11/71		Pueblo to Goodnight

**DENVER DIVISION
SPECIAL INSTRUCTIONS**

Section F. SPEED RESTRICTIONS — TRAINS:

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

TPOB Tons Per Operative Brake	Maximum Speed
Below 100	60 MPH
100 to 115	50 MPH
Over 115	45 MPH

Section G. TRAIN MAKE UP RESTRICTIONS:

Following train makeup restrictions apply on all subdivisions except 7 and 7-A.

1. When train tonnage exceeds 3,600 actual tons, each of the first five cars behind the road engine must weigh 50 tons or more.

2. When train tonnage exceeds 4,000 actual tons, each of the first five cars behind the road engine must be 73 feet or less in length.

EXCEPTION: On Subdivisions 1, 3, 4, 5 and 6, when train tonnage does not exceed 5,000 actual tons, a solid block of loaded multi-level cars may be placed behind the road engine provided:

a. Trailing tonnage behind this solid block of cars does not exceed 3,600 tons; and

b. Road engine does not exceed 24 axles of power. When determining axles of power, SD60, SD60M, C39, C40 and DRGW 5341-5413 locomotives are to be considered as eight axles of power and GP60, B40M, B40-8 and B39-8 are to be considered as six axles of power.

3. The following cars must be entrained with no more than 3,000 actual trailing tons:

- (1) Empty car exceeding 73 feet in length;
- (2) TOFC/COFC flat car loaded on one end only;
- (3) Articulated double-stack car having one or more empty platforms;
- (4) Loaded two-axle intermodal car (TOPS code QA) weighing 25 tons or more;
- (5) Loaded or empty multiplatform articulated spine car (TOPS code Q)

(Note) For applications of train makeup restrictions 1 and 2, two consecutively loaded double-stack platforms are to be considered the equivalent of one car weighing 50 tons or more and less than 73 feet in length.

Section H. DISTANT BLOCK AND INTERLOCKING SIGNAL ASPECTS AND INDICATIONS:

Following revisions apply on all Subdivisions.

RULE 9.1.5. Indication of signal Rule 9.1.5 as contained in System Special Instructions is revised to read:

PROCEED, PREPARED TO PASS NEXT SIGNAL NOT EXCEEDING 30 MPH.

RULE 9.1.7. Indication of signal Rule 9.1.7 as contained in System Special instructions is revised to read:

PROCEED PREPARED TO STOP AT NEXT SIGNAL. TRAINS EXCEEDING 30 MPH MUST BEGIN REDUCTION TO 30 MPH AS SOON AS ENGINE PASSES SIGNAL DISPLAYING APPROACH.

DENVER DIVISION

SPECIAL INSTRUCTIONS

RULE 9.1.9. Indication of signal Rule 9.1.9 as contained in System Special Instructions is revised to read:

PROCEED ON DIVERGING ROUTE NOT EXCEEDING PRESCRIBED SPEED THROUGH TURNOUT PREPARED TO PASS NEXT SIGNAL NOT EXCEEDING 30 MPH.

RULE 9.1.10. Indication of signal Rule 9.1.10 as contained in System Special Instructions is revised to read:

PROCEED ON DIVERGING ROUTE NOT EXCEEDING PRESCRIBED SPEED THROUGH TURNOUT PREPARED TO STOP SHORT OF NEXT SIGNAL. TRAINS EXCEEDING 30 MPH MUST BEGIN REDUCTION TO 30 MPH AS SOON AS ENGINE PASSES SIGNAL DISPLAYING DIVERGING APPROACH.

Section I. ADDITION TO SAFETY AND GENERAL RULES FOR ALL EMPLOYEES:

RULE 1.54. RIDING ON CAR OR ENGINE:

The following is added:

Riding in cabooses is prohibited.

EXCEPTIONS: This requirement will not apply to locals, work trains, Nixon/Martin Drake coal trains when operating on Subdivision 1 and to other trains when authorized by operating officer.

RULE 18.4. FOOTWEAR:

The following is added:

All trainmen, enginemen, conductors, yardmasters and switchmen must wear while on duty, a boot that is at least 8 inches high, lace type.

Mechanical Department and Maintenance of Way employees and clerical employees as designated by the General Manager must wear an approved safety boot while on duty. Boot must be lace type at least 8 inches high.

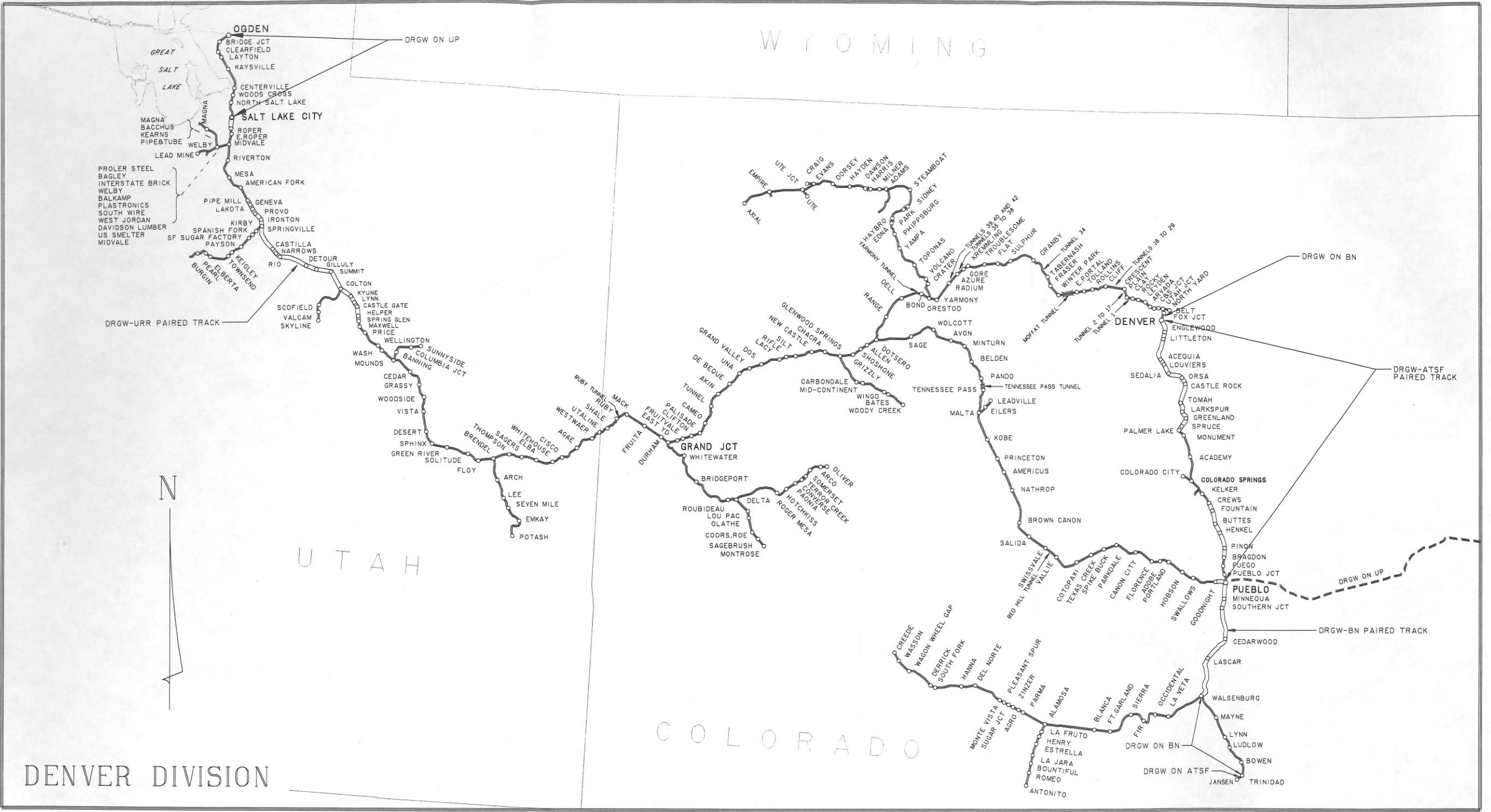
If Transportation employee elects to take advantage of the Company Safety Boot Program, the subsidy will apply.

Section J. ADDITION TO GENERAL CODE OF OPERATING RULES:

Following addition applies on the Denver Division except on Subdivisions 7 and 7-A.

RULE 2.2.1. LOCATION IDENTIFICATION: When radio communication is available, crew member in the cab of controlling locomotive must transmit train identification and location before passing any station. Crew members occupying cabs in trailing locomotives and/or caboose must acknowledge transmission.

NOTES



WYOMING

UTAH

COLORADO

DENVER DIVISION

OGDEN

SALT LAKE CITY

DENVER

GRAND JCT

PUEBLO

BRIDGE JCT
CLEARFIELD
LAYTON
KAYSVILLE

CENTERVILLE
WOODS CROSS
NORTH SALT LAKE

ROPER
E.ROPER
MIDVALE

RIVERTON

MESA

AMERICAN FORK

PIPE MILL
LAKOTA

GENEVA
PROVO

IRONTON
SPRINGVILLE

CASTILLA
NARROWS

DETOUR
GILLULY
SUMMIT

COLTON

KYUNE
LYNN

CASTLE GATE
HELPER
SPRING GLEN
MAXWELL
PRICE

WELLINGTON

SUNNYSIDE
BANNING

WASH MOUNDS

CEDAR
GRASSY

WOODSIDE
VISTA

DESERT
SPHINX

GREEN RIVER
SOLITUDE

FLOY

THOMPSON
BRENDEN

WHITEN
HOUSE

SAGERS
ELBOUSE

ARCH

LEE
SEVEN MILE

EMKAY

POTASH

FRUITA
DURHAM

PALISADE
CLIFTON
EAST YD

CAMEO
TUNNEL

GRAND VALLEY
UNA

DE BEQUE
AKIN

WOLCOTT
AVON

MINTURN

BELDEN

PANDO

TENNESSEE PASS
TUNNEL

LEADVILLE
EILERS

KOBE

PRINCETON

AMERICUS

NATHROP

BROWN CANON

SALIDA

SWISSVALE
VALLE

RED HILL
TUNNEL

COTOPAMI

TEXAS CREEK
SPIKE BLCK

PARRDALE

CANON CITY

FLORENCE
ADDIE

PORTLAND

HOBBSON

SWALLOW

GODDINGHT

CEDARWOOD

LASCAR

WALLENBURG

MAYNE

LYNN
LUDLOW

BOWEN

JANSEN

TRINIDAD

ANTONITO

LA FRUTO
HENRY
ESTRELLA

LA JARA
BOUNTIFUL
ROMEO

MONTE VISTA
SUGAR JCT

ABRO

ALAMOSA

BLANCA
FT. GARLAND

SIERRA

OCCIDENTAL
LA VETA

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