

## Division Operating Officers

### Brush

J.E. Underwood ..... Roadmaster ..... 480-6413

### Casper

L.D. Fransen ..... Roadmaster ..... 472-8246

R.L. Harrison ..... Road Foreman Engines ..... 472-8221

### Cheyenne

P. Herrin ..... Trainmaster ..... 276-2221

S.J. Petersen ..... Roadmaster—Cheyenne ..... 276-2246

### Denver

J.D. Danko ..... Trainmaster-Term. .... 480-6447

D.L. Dill ..... Asst. Div. Engineer ..... 480-7416

E.K. Earle ..... Asst. Roadmaster ..... 480-6367

E.C. Gallagher ..... Div. Main. Engineer ..... 480-6393

R.D. Gorsage ..... Supt. Operations ..... 480-6380

A.P. Huschka ..... Trainmaster-Term. .... 480-6447

K.R. Matzick ..... Road Foreman ..... 480-6222

T.I. McCann ..... Trainmaster ..... 480-6391

K.P. Murray ..... Terminal Manager ..... 480-6542

W.N. Niemi ..... Mgr. Safety and Rules ..... 480-6314

M.D. O'Brien ..... General Foreman ..... 480-6349

B.R. Owens ..... Trainmaster-Term. .... 480-6447

E.E. Percival ..... Terminal Manager ..... 480-6342

J.T. Perdue ..... Terminal Superintendent ..... 480-6224

G.M. Shymanski ..... Roadmaster ..... 480-6251

W.L. Sibila ..... Trainmaster-Term. .... 480-6447

C.L. Smith ..... Trainmaster-Term. .... 480-6447

E.J. Thomas ..... Director Administration ..... 480-6227

J.D. Trammell ..... Road Foreman ..... 480-6265

T.J. Wagner ..... Terminal Manager ..... 480-6528

A.E. Wolfe ..... Trainmaster-Term. .... 480-6447

Division Safety Hotline ..... 480-7233

### Grand Junction

C.E. Nance ..... Road Foreman ..... 255-1463

### Greybull

F.J. Breen ..... Roadmaster ..... 542-2235

L.W. Reichardt ..... Trainmaster ..... 846-8121

### Pueblo

S.L. Cruz ..... Asst. Term. Trainmaster ..... 549-3524

D.A. Durkin ..... Supt. Operations ..... 549-3525

J.E. Easley ..... Roadmaster ..... 549-3528

J.D. Magathan ..... Asst. Term. Trainmaster ..... 549-3524

D.L. Markley ..... Road Foreman ..... 549-3560

J.C. Prutch ..... Asst. Term. Trainmaster ..... 549-3524

L.J. Youngblood ..... Asst. Term. Trainmaster ..... 549-3524

### Sterling

J.W. Hartwig ..... Trainmaster ..... 277-2221

### Trinidad

P.D. Barros ..... Roadmaster ..... 846-8147

W.A. Meidinger ..... Roadmaster ..... 846-8146

K.L. Rethwisch ..... Road Foreman Engines ..... 846-8122

B.A. Turner ..... Trainmaster ..... 846-8121

# BNSF



## Colorado Division

### Timetable No. 3

IN EFFECT AT 0001

Mountain Continental Time

Wednesday, April 1, 1998

### Division Superintendent

F.W. Comiskey

Denver, Colorado

(303) 480-6221

The Burlington Northern and Santa Fe Railway Company

## Colorado Division

Scale:  
miles  
0 5 10 20 30 40 50  
kilometers  
0 8 16 24 32 40 48 56



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

Radio Channel No. 66 in service.

From McCook to MP 288.25 is under the jurisdiction of the Nebraska Division.

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

Dispatcher Phone Numbers-(817) 234-6052, Fax (817) 234-6073

## 1. Speed Regulations

### 1(A). Speed—Maximum

	Passenger	Freight
McCook to Brush Center .....	79 MPH.	60 MPH.

### 1(B). Speed—Permanent Restrictions

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

### 1(C). Speed—Switches and Turnouts

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

### 1(D). Speed—Other

McCook—Long siding .....	20 MPH.	20 MPH.
Siding at Pinneo .....	10 MPH.	10 MPH.
Loaded unit coal trains must not operate on the following sidings: Trenton, Stratton, Haigler, and Pinneo.		

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

## 2. Bridge and Equipment Weight Restrictions

### Maximum Gross Weight of Car:

McCook to East Brush ..... 143 tons

35 ft. ore cars (BN 99000-99949, BN 98000-98189, BNSF 601090-601179) not permitted.

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

Wray—Mill track

## 3. Type of Operation

CTC—in effect:

MP 287.8 to MP 453.2

## 4. General Code of Operating Rules Items

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

**Rule 10.2**—Main track switches not equipped with electric locks:

MP 298.81 .....	Culbertson—east house track switch
MP 299.15 .....	Culbertson—west house track switch
MP 320.89 .....	Stratton—east house track switch
MP 321.21 .....	Stratton—west house track switch
MP 366.03 .....	Sanborn—east house track
MP 377.64 .....	Wray—city track
MP 398.32 .....	Schramm—east house track
MP 398.52 .....	Schramm—west house track
MP 398.58 .....	Schramm—M & M fertilizer
MP 430.35 .....	Akron—Farmers Coop
MP 430.34 .....	Akron—M & M Coop

**Rule 15.1**—Eastward Amtrak crews (NRPC) going on duty at Denver must obtain Track Warrants showing Track Bulletins in effect on the Colorado Division—Brush Subdivision and Akron Subdivision and Nebraska Division—Hastings Subdivision.

Westward Amtrak crews (NRPC) going on duty at Lincoln must obtain Track Warrants showing Track Bulletins in effect on the Nebraska Division, Hastings Subdivision and Colorado Division Brush and Akron Subdivisions.

## 5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, tunnel or other structures: None

B. Other FED Locations

MP 312.0—Recall Code 218

MP 343.8—Recall Code 228

MP 368.7—Recall Code 238

MP 400.4—Recall Code 248

MP 426.6—Recall Code 258

## 6. FRA Excepted Track—None

## 7. Special Conditions

### Test Mile Locations

MP 295—MP 296

MP 425—MP 426

MP 436—MP 437

**Monfort**—Locomotives not permitted through dumper or over scale.

**Faxing Delay Reports After Being Relieved Online**—The conductor is responsible for completing the appropriate parts of the delay report at the time they are accomplished. In situations where the conductor deadheads to the point of the final release, the final off-duty time must be filled in upon arrival and faxed to the proper office in order for the BNSF to determine when the conductor can be next called for duty. Time spent in deadhead transportation to the point of release is not counted as on-duty or off-duty time.

**Temperature Speed Restrictions**

Subdiv	Hot Weather When temp. exceeds 90 degrees F			Cold Weather When temp. is -10 degrees F or colder	
	Freight	Pass.		Freight	Pass.
Akron	30		Trains 100 tons O/B and over	30	
	45		Freight trains up to 100 tons O/B	45	
	45		Empty coal trains	45	
		65	Passenger Trains		65

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

902 ..... McCook

**Road Line Segments****Line Segment Limits**

2 ..... McCook to East Brush

**9. Locations Not Shown as Stations**

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

Length of Siding (Feet)	Station Nos.	Mile Post	Brush Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
	84081	115.1	STERLING	BJTR			
UP track between Sterling (UP MP 57.7) and Union (UP MP 81.1) will be dispatched by BNSF Dispatchers. UP Timetable governs.							
8,277		57.5	STERLING	Y	ABS TWC		17.8
6,910	84100	75.3	MESSEX				5.3
	84105	138.6	UNION		CTC		2.6
7,376	84109	141.2	NEW HILLROSE				6.8
		148.0	BRUSH JCT. To East Brush 0.9	JT			2.0
N7,308 S7,112	20891	150.0 454.9	BRUSH CENTER To East Brush 1.7	BJT			1.5
		456.5	WEST BRUSH				1.5
	20894	458.0	PAWNEE JCT.	J			6.5
6,220	20900	464.3	FT. MORGAN				4.1
7,920	20904	468.5	BIJOU				10.5
7,012	20915	478.9	WIGGINS				10.1
7,133	20924	489.1	CREST				6.3
7,048	20932	495.7	ROGGEN				9.9
7,101	20941	505.4	KEENESBURG				7.6
6,146	20949	513.0	HUDSON				5.5
7,191	20954	518.5	TONVILLE				6.0
7,613	20960	524.5	BARR				7.4
7,656	20968	531.7	IRONDALE				4.9
	20973	536.9	SAND CREEK	M	Rule 6.28		2.7
		539.6	48TH AVE.				1.6
	20977	541.2	31ST STREET YARD	BT			0.3
		541.5	23RD STREET	AJ			0.6
		542.1	20TH STREET				121.5

**Radio Channel No. 66 in service Sterling to Sand Creek**

**Radio Channel No. 39 in service Sand Creek to 20th Street**

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

**Radio Channel No. 78 in service Yard Informational Channel**

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

**Radio Channel No. 76 in service Industry Jobs**

Industry Jobs and outbound crews are to use Channel 79 when their train is on other than the main track or Coal 1 and 2. Channel 39 is used for main track and Coal 1 and Coal 2 and Channel 76 when Industry Jobs leave the main track to perform industrial switching.

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

**Dispatcher Phone Numbers—(817) 234-6052, Fax (817) 234-6073**

## 1. Speed Regulations

### 1(A). Speed—Maximum

	Passenger	Freight
Sterling to Union	50 MPH.	50 MPH.
Union to Brush Center	60 MPH.	60 MPH.

East Brush to 20th Street	79 MPH.	60 MPH.
Trains 100 TOB and over	50 MPH.	50 MPH.
Empty coal trains	60 MPH.	60 MPH.

### 1(B). Speed—Permanent Restrictions

UP MP 56.1 to UP MP 59.1	20 MPH.	20 MPH.
MP 149.5 to MP 149.9	20 MPH.	20 MPH.
East Brush to Brush Jct.	35 MPH.	35 MPH.
Crossover MP 150.0 to MP 454.9		
Brush Center	20 MPH.	20 MPH.
MP 454.9 to MP 456.5 Track #1	20 MPH.	20 MPH.
MP 506.0 to MP 506.7	65 MPH.	65 MPH.
MP 535.3 to MP 537.2 (Eastward trains)		
HE only at MP 535.3	40 MPH.	40 MPH.
Over UP crossing MP 537.3	30 MPH.	30 MPH.
MP 537.4 to MP 539.7	40 MPH.	30 MPH.
Signal MP 539.7 to MP 541.2	30 MPH.	20 MPH.
Signal 541.2 to 20th Street Crossover		
MP 542.1	10 MPH.	10 MPH.
Through Denver Union Terminal Limits	10 MPH.	10 MPH.
Passenger trains Denver Union Terminal to 31st Street yard via passenger lead	10 MPH.	10 MPH.

### 1(C). Speed—Switches and Turnouts

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

### 1(D). Speed—Other

On siding Ft. Morgan	10 MPH.	10 MPH.
Sterling Coal 1 siding and Coal 2 siding	20 MPH.	20 MPH.
Market Street Main, east end Nabisco pass and 2300 Walnut (Kaminsky Barrel)	5 MPH.	5 MPH.
Denver Coal 1 siding and Coal 2 siding	20 MPH.	20 MPH.
Denver 38th St. Yard Track CM38	5 MPH.	5 MPH.

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

## 2. Bridge and Equipment Weight Restrictions

### Maximum Gross Weight of Car

Sterling to 20th Street on 4-axle cars	143 tons
Market Street Line	131.5 tons
Jersey Cutoff	131.5 tons

35 ft. ore cars (BN 99000-99949, BN 98000-98189, BNSF 601090-601179) may operate only between Sterling and 20th Street.

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

**Brush Center—Oil track**

**Moseley—Stock track**

**Fort Morgan—South house track and Factory Lead**

**Denver—Market Industries**

**Other Than Main Tracks and Sidings—Restrict locomotive consists to no more than 5 locomotives when performing the following tasks:**

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

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

UP MP 59.1 at Sterling to MP UP 81.1 CTC Union.

**CTC**—in effect:

Union to 31st Street Yard

Brush No. 1 track

**Digicon CTC**—Colorado Division Brush Subdivision (Union MP 138.6 to MP 535.6), Digicon CTC is in service. Employees are to obtain and use Track and Time Form 1014 (Revised 6/96).

When track and time is requested west of the west siding switch Irondale the following procedure must be followed:

- Brush District Train Dispatcher must require a track block be placed by the 31st. Street Operator between the WSS Irondale and EBCS MP 535.6 (Commerce City).
- 31st. Street Operator will use the MW employees last name or train Identification as the label for the blocking.
- Brush District Train Dispatcher will then issue the track and time directly to the field employee or issue to the 31st. Street Operator.
- Blocking must be maintained by the 31st. Street Operator who will relay to the field employee.
- Blocking must be maintained by the 31st. Street operator until the track and time has been reported clear.

When track and time is requested west of the controlled signals at MP 535.6 (Commerce City), the track and time will be maintained and issued by the 31st. Street Operator.

**Yard Limits**—in effect:

UP MP 56.1 to UP MP 59.1

**Restricted Limits**—in effect:**Sterling**

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

BNSF MP 229.4 to MP 225.9 (NKCRR)

**Rule 6.28**—In effect between 31st Street and begin CTC 20th Street and between 31st Street and Denver UD. All movements between 31st Street and 20th Street, and between 31st Street and Denver Union Depot are under the direction of the yardmaster at 31st Street.

**Sterling**—Westward BNSF and UP trains will receive track warrant and track bulletins via fax machine at Sterling. To report clear on track warrant at CTC Union, crew member must contact Brush Subdivision Train Dispatcher.

Trains and Maintenance of Way forces occupying track arriving and departing Sterling must call ATM at LaJunta via Channel 66 or 719-384-3810 for instructions.

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

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

**Brush Center**—At Brush Center Track Warrants and track bulletins will be faxed to trains by the dispatcher.

**Denver**—Eastward trains must obtain track warrant listing track bulletins between Denver and Sterling and between East Brush and McCook on the Akron Subdivision.

BNSF train dispatcher authorizes movements between UP MP 59.1 and UP MP 81.1.

**4. General Code of Operating Rules Items**

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

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

**Rule 8.12—23rd Crossing**—Crossover switches MP 541.5 may be left lined as last used, however, both switches of the crossover must be left lined for normal movement or movement through the crossover. Trains must approach crossovers expecting to find them lined against movement.

**Rule 10.2**—Main track switches not equipped with electric locks:

Roggen—East end and West end of Elevator Track.

Eno—MP 529.4

**5. Trackside Warning Detector (TWD)**

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other FED locations:

MP 470.7 - Recall Code 278

MP 494.1 - Recall Code 288

MP 521.9 - Recall Code 298

**6. FRA Excepted Track**

**Market Street Line—MP 4.5 to MP 6.5**

The trackage on the Denver Railway Inc. Pepcol areas, which includes the Outer River area.

**7. Special Conditions**

**Between Pawnee Jct. MP 458.0 and the Pawnee Power Plant**—Security gate will be operated automatically by train

movement entering or leaving plant. Indicator at gate will display green for entering plant if gate is open for movement, or red if gate is not open. Approach indicator at MP 458.5 for entering Plant will display yellow if gate is not open and green for open. If gate fails to open, train crew should be governed by instructions from Pawnee Power Plant staff. Trains leaving Pawnee Power Plant will move at restricted speed until it can be determined that the gate is open for departing movement.

**Sand Creek**—Manual interlocking controlled by UP operator.

MW must obtain permission to occupy interlocking from UP operator through BNSF operator at 31st Street.

**Denver**—All trains and engines at highways or street intersections with railroad tracks, where official traffic control devices are installed:

**Jersey Line**—Crews handling intermodal between 38th Street and Rennix Yard via Jersey Line will be governed by the following: Engineer signal will display green within 1 minute. Absence of light in all traffic signals, and when unable to obtain green aspect for movement over the street, will require movement to proceed per GCOR Rule 6.32.2.

No stopping of movement will be made, except in case of emergency, between Washington Street and the UP Dock switch. If a stop is made for any reason, a walking inspection of all cars must be made between these points.

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

**Market Street**—At Park Avenue/Walnut Street, street circuit activation is 20 feet in advance of engineer traffic control signals. The engineer signal will display a red aspect. After stopping short of the engineer signal, but within the circuit activation, go to the engineer signal and push button.

**Close clearance** at Diesel Facility Fueling track.

**Faxing Delay Reports After Being Relieved Online**—The conductor is responsible for completing the appropriate parts of the delay report at the time they are accomplished. In situations where the conductor deadheads to the point of the final release, the final off duty time must be filled in upon arrival and faxed to the proper office in order for the BNSF to determine when the conductor can be next called for duty. Time spent in deadhead transportation to the point of release is not counted as on duty or off duty time.

**US Recycling**—There is no clearance for a man on the side of any car at US Recycling's new dock at 24th and Walnut. Please use extreme caution when switching this industry.

**Irondale Auto Facility**—Effective immediately, the following spotting requirements will apply when switching:

1. Railcars must be set no closer than 125 feet from the east and west fences in order to ensure enough room to unload automobiles.
2. There cannot be more than 37 inches between the railcars. A rope measured at 37 inches will be available near the entrance if the facility so the proper distance can be achieved.
3. Railcars with automobiles facing opposite directions must be positioned so autos can be unloaded from both ends of the railcars.
4. A maximum of five (5) railcars can be connected as a string.
5. Auto facility lead is to be left clear when not in use.

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

**Denver**—When power is removed from a train on Coal Tracks or the Main Track, at least 4 handbrakes must be set on the standing cut in the direction of travel. When power is placed back on the standing cut, it is the responsibility of the outbound crew to release the handbrakes. When outbound trains are given to the Car Department, the carman will apply handbrakes to only the head three cars of the outbound train. Carman will lace up the air hoses and make sure all other handbrakes are released. If cars are added after the train is given to the carman, it will be the responsibility of the yardmaster to inform the switch crew or utility person, who will then make sure handbrakes are released, and hoses are coupled on cars added to the train. If cars are added to the rear of train, remove and replace rear end device. If cars are added to the head end of the outbound train and it is to be left standing without power, the switchman or utility person will apply brakes on the head 3 cars, and make sure brakes are released on the other cars that were previously on the point of the outbound train. Crew applying outbound power is responsible to release handbrakes on the head 3 cars and couple the air hose from the power to the train.

Westward trains passing Irondale must inform Yardmaster 31st or Control Operator of the condition of the locomotive consist and the number of the end-of-train device on their train.

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

#### Temperature Speed Restrictions

Subdiv	Hot Weather When temp. exceed 90 degrees F			Cold Weather When temp. is -10 degrees or colder	
	Freight	Pass.		Freight	Pass.
Brush	30		Trains 100 tons O/B and over	30	
	45		Freight trains up to 100 tons O/B	45	
	45		Empty coal trains	45	
		65	Passenger Trains		65

When the white power-on light on the exterior of the signal house is not lit, immediately notify the train dispatcher or the Signal Operations Center (8-636-2270 or 800-848-8715).

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

Siding Fort Morgan, #2 Track Brush and Siding Messex.

#### 8. Line Segments Yard Line Segments Line Segment Yard

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

#### 9. Locations not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
84109 Old Hillrose	3.8 west of Union	30	East
20894 Pawnee	1.0 west of Pawnee Jct.	370	East
20898 Moseley	4.1 west of Pawnee Jct.	68	West
20899 Excel	5.0 west of Pawnee Jct.	30	West
20901 F. Morgan Sugar Factory	Ft. Morgan		East
20949 Rescar	0.8 east of Hudson		Both
20966 Eno	5.0 west of Barr	11	West
20971 Commerce City	3.5 west of Irondale	35	East

Length of Siding (Feet)	Station Nos.	Mile Post	Canon City Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
	57200	0.0	PUEBLO YARD	BCT			0.6
		0.6	UP CONNECTION		2MT UP Ry. CTC		2.5
		3.1	GOODNIGHT				7.8
7,350		10.9	SWALLOWS				8.8
6,800		19.7	HOBSON				6.2
	57520	25.9	PORTLAND		UP Ry. CTC		1.3
6,100	57525	27.2	ADOBE				4.8
6,900	57530	32.0	FLORENCE				8.9
7,200	57545	40.9	CANON CITY				40.9

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	SC	MC	CQS	EM-ER
Pueblo Yard to Canon City	36 *	1 *	3	4	5&7	9
Pueblo Yard to Canon City	81#					
* BNSF Dispatcher only      # UP Dispatcher only						

**UP Dispatcher**—Telephone 303-812-5881

# 1. Speed Regulations

## 1(A). Speed—Maximum

**Freight**

See UP Timetable

## 1(B). Speed—Permanent Restrictions

See UP Timetable

## 1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track, unless otherwise indicated.

## 1(D). Speed—Other

Locomotive cranes/pile drivers, AT-199454  
through AT-199468 and Jordan spreaders ..... 10 MPH.

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

## 2. Bridge and Equipment Weight Restrictions—None

## 3. Type of Operation

**CTC**—in effect: Pueblo Yard to Cañon City

## 4. General Code of Operating Rules Items

**Rule 1.14**—BNSF trains will use UP tracks between UP connection, MP 0.6 and Cañon City, MP 40.9.

Conductor must contact UP train dispatcher for check of possible restrictions (UP form 3055) before leaving Pueblo Yard.

## 5. Trackside Warning Detectors (TWD)—None

## 6. FRA Excepted Track

Portland .....2501 thru 2522  
Adobe .....2701  
Clelland .....3201, 3202  
Florence .....3101 thru 3103  
Canon City .....3904 thru 3922, 3999

## 7. Special Conditions

No switch lights on Cañon City Subdivision except on west crossover switch, Portland.

## 8. Line Segments

### Yard Line Segments

### Line Segment Limits

7357 ..... Pueblo Yard

## 9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Rockvale Spur	32.5	3,400	



Length of Siding (Feet)	Station Nos.	Mile Post	Casper Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
		133.2	BRIDGER JCT.	J	CTC		1.2
5,628	32167	134.4	ORIN				14.4
3,750	32182	148.8	DOUGLAS				9.8
5,490	32192	158.6	RICHARDS				12.9
4,075	32205	171.5	CLAYTON				6.7
5,492	32212	178.2	GLENROCK				24.0
	32236	202.2	CASPER	BR			11.1
5,726	32247	213.0	BISHOP				10.6
4,100	32257	223.9	BUCKNUM				17.6
7,990	32275	241.5	POWDER RIVER				19.0
6,600	32294	260.4	ARMINTO				13.5
3,660	32307	273.8	MADDEN				17.2
6,402	32325	290.4	GATE				13.4
	32338	303.9	SHOBON	JR			0.5
7,369	32339	304.0	BONNEVILLE	BR			10.8
5,027	32349	314.7	PIPER				8.0
4,345	32358	323.2	DORNICK				8.7
2,687	32366	331.7	MINNESELA				4.4
4,750	32370	336.0	THERMOPOLIS				7.1
2,654	32377	343.1	LUCERNE				4.9
3,621	32382	348.0	KIRBY				11.8
7,551	32394	359.9	PULLIAM				8.5
1,565	32403	368.4	WORLAND				7.8
	32411	376.7	DURKEE				11.1
3,435	32422	387.2	MANDERSON				8.9
	32431	396.2	BASIN				7.8
4,630	32438	403.9	GREYBULL	BR			11.5
4,203	32450	415.3	SPENCE				6.6
3,616	32456	422.0	HIMES				9.8
7,113	32466	431.7	KANE				9.9
	32476	441.7	LOVELL				5.4
4,488	32481	447.2	COWLEY				5.8
4,044	32487	452.9	DEAVER				6.3
5,242	32493	458.9	FRANNIE	BJT			6.1
1,826	32500	465.2	WARREN				10.8
8,115	32511	476.1	WADE				10.7
2,203	32521	486.8	EAST BRIDGER				6.9
5,014	32528	493.7	FROMBERG				12.4
5,247	32541	506.1	SILESIA				9.5
	30855	515.6	LAUREL	JR			383.4

Radio Channel No. 70 in service Bridger Jct. to Casper.

Radio Channel No. 78 in service Casper to Laurel.

Radio Channel No. 66 in service in Greybull Yard Radio

Radio Channel No. 76 in service in Casper Yard.

Radio Call-In		
Douglas-61(X)	Glenrock-64(X)	Casper-53(X)
Powder River-46(X)	Arminto-57(X)	Lysite-49(X)
Boysen-54(X)	Thermopolis-59(X)	Copper-51(X)
Worland-56(X)	Greybull-58(X)	Sheep Mountain-52(X)
Frannie-50(X)	Laurel-53(X)	
Emergency-Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

#### Train Dispatchers' Phone Numbers

**Casper to Laurel dispatcher**—(817) 234-6053,  
FAX (817) 234-6067

**Bridger Jct. to Casper Dispatcher**—(817) 234-6054,  
FAX (817) 234-6075

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

<b>Bridger Jct. to Laurel</b>	<b>Freight</b>
Trains 100 TOB and Over .....	<b>49 MPH.</b>
	40 MPH.

##### 1(B). Speed—Permanent Restrictions

MP 316.4 to MP 338.5 .....	30 MPH.
MP 413.5 to MP 414.4 .....	30 MPH.
MP 423.4 to MP 424.0 .....	10 MPH.
MP 424.0 to MP 425.0 .....	30 MPH.
MP 438.6 to MP 438.9 .....	35 MPH.
MP 458.9 to MP 459.1 .....	40 MPH.
MP 498.1 to MP 498.4 .....	40 MPH.
MP 501.4 to MP 501.6 .....	30 MPH.

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

##### 1(D). Speed—Other

All sidings .....	10 MPH.
Sidings—Trains 100 TOB and over .....	5 MPH.
Item 1 A of the System Special Instructions applies and includes all trains consisting of empty equipment.	

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

#### 2. Bridge and Equipment Weight Restrictions

##### Maximum Gross Weight of Car

Bridger to Laurel ..... 143 tons

Not more than one six axle locomotive or six axle derrick permitted on the following tracks:

**Worland**—Crown Cork and Seal Track

**Himes**—Georgia Pacific trackage

#### 3. Type of Operation

**TWC**—in effect:

Bridger Jct. to Laurel.

**Casper**—Eastward trains at Casper must obtain an additional track warrant from Powder River, Canyon subdivision dispatcher for movement on the Canyon subdivision.

**CTC**—in effect:

Bridger Jct.

**Restricted Limits**—in effect:

Orin .....	MP 133.2 to MP 136.0
Casper .....	MP 199.0 to MP 204.5
Bonneville .....	MP 303.6 to MP 306.0
Greybull .....	MP 402.6 to MP 406.5
Laurel .....	MP 513.2 to MP 515.6

#### 4. General Code of Operating Rules Items

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

**Rule 8.3**

**Orin**—Normal position of main track switches DOES NOT APPLY at the main track switches located at MP 134.5 and MP 135.61. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

**Casper**—Normal position of main track switches DOES NOT APPLY at the main track switches located at MP 200.9 and MP 202.3. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

**Greybull**—Normal position of main track switches DOES NOT APPLY at the main track switches located at MP 403.5 and MP 404.8. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

**5. Trackside Warning Detector (TWD)**

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other FED locations
  - MP 153.5 - Recall Code 618
  - MP 231.7 - Recall Code 468
  - MP 286.7 - Recall Code 578
  - MP 339.6 - Recall Code 598
  - MP 460.9 - Recall Code 508

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

At all industries, loaded cars scheduled for pick up will be inspected by ground service personnel. If found to be leaking, they are to be left at the plant. Report the car as bad order, so that repairs can be made before pick up.

**Dave**—Following Pacific Power tracks must not be used without authority of train dispatcher: Track No. 1 beyond 1000 feet south of No. 1 track switch. Track No. 2 and Track No. 3 beyond switch to the South leg of wye. The south leg of wye.

Switch lock has been installed on lead switch and is to be lined and locked for Dave Johnson movement after picking up or setting out.

**Casper**—On Transfer Track #2, 1st Street Crossing, pull one (1) set of trucks past Crossing Signal Start Sign and wait for crossing gates to become fully descended before occupying the crossing.

Crossing protection at West Yellowstone Highway on UP Transfer is ineffective, be governed by Rule 6.32.2.

Cars must not be left on track serving Black Hills Bentonite Company, MP 203.7, between main track switch and derail location 529 feet west of main track clearance point.

Trains arriving or departing Casper, when clerk is not on duty, must notify Through Freight Desk at 317-7610.

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

**Test Mile**—Test mile signs have been placed for eastward movement between MP 509.0 and MP 508.0, and between East R.L. Laurel and Silesia.

**Restricted Clearance**

**Stucco**—Loading ramp will not clear man on side of car.

**Warren**—Close clearance on south side of Industry track at Industry Building, and at the (2) Limestone Tipples.

**Fromberg**—House track along storage bins will not clear man on side of car.

**Break-in-Two Reports**

1. When a train has stopped for an emergency application for any reason the crew must notify the dispatcher immediately.
2. As soon as the reason for the emergency has been determined the dispatcher must be informed of the milepost location, location of train, car number(s), type of coupler (if applicable), speed and amount of air/dynamic braking or throttle position at the time of the emergency and if the train is on an ascending or descending grade.
3. Upon arrival at the terminal, the engineer must complete a break-in-two report for any train separation regardless of cause. In addition, call the appropriate Road Foreman:
  - Casper/Cody subs 472-8221
  - to discuss the break-in-two or leave a voice mail message explaining the break-in-two.

The dispatcher must send the appropriate report concerning the incident to the proper Colorado Division Road Foreman. The dispatcher must also arrange to have Pulse Tapes removed at the next forward location and forwarded to appropriate Road Foreman.

Subdiv	Hot Weather When temp. exceed 90 degrees F		Cold Weather When temp. is -10 degrees F or colder
Casper	30	Trains 100 tons O/B and over	30
	45	Freight trains up to 100 tons O/B	45
	45	Empty coal trains	45

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

717 ..... Greybull  
894 ..... Casper

**Road Line Segments****Line Segment Limits**

5 ..... Bridger Jct. to Laurel

**9. Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
32167 Orin Long X-Over to CNW	Orin	28	Both
32182 Douglas Equip. Trk.	Douglas	6	West
32207 Dave	1.6 west of Clayton	120	East
32269 Sodium	11.3 west of Bucknam	10	East
32318 Lysite	10.1 west of Madden	25	East
32370 Thermopolis Trk. S. Siding	Thermopolis	70	Both
32400 Geddes	5.3 west of Pulliam	17	West
32403 Worland S. Siding	Worland	32	Both
32403 Worland East House Trk.	Worland	39	Both
32403 Worland West House Trk.	Worland	32	Both
32405 Coors	2.5 west of Worland	28	Both
32431 Basin Back Trk.	Basin	12	Both
32440 Magnet Cove	2.2 west of Greybull	12	East
32446 Stucco	7.7 west of Greybull	50	Both
32468 Baroid	2.0 west of Kane	70	Both
32473 Quality	7.0 west of Kane	24	Both
32476 Lovell West Pass	Lovell	79	Both
32476 Lovell S. House Trk.	Lovell	35	Both
32479 Sage Creek Spur	2.4 west of Lovell	9	East
Wyoming Lime Company	1.5 west of Frannie	12	East
32493 Frannie N. Siding	Frannie	56	Both
32500 Warren S. Pass	Warren	59	Both
32523 Fromberg House Trk.	Fromberg	40	Both
32534 Edgar N. Trk.	5.9 west of Fromberg	45	West
32534 Edgar S. Trk.	5.9 west of Fromberg	34	West

Length of Siding (Feet)	Station Nos.	Mile Post	Cody Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
	32493	0.8	FRANNIE	BRJT			14.5
1,783	86514	14.5	GARLAND				5.0
1,808	86519	19.5	POWELL		TWC		6.0
1,959	86525	25.5	RALSTON				16.9
	86542	42.7	CODY	BRT			42.4

**Radio Channel No. 78 in service.**

Radio Call-In
Frannie-50(X)
Emergency Call-911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

**Dispatcher Phone Numbers**-(817) 234-6053, Fax (817) 234-6067.**1. Speed Regulations****1(A). Speed—Maximum**

**Freight**

Frannie to Cody ..... 25 MPH.

**1(B). Speed—Permanent Restrictions—None****1(C). Speed—Switches and Turnouts—None****1(D). Speed—Other**

Powell—Leading car or engine over Main Street Crossing ..... 10 MPH.

Frannie—East Leg of Wye ..... 5 MPH.

All sidings ..... 10 MPH.

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

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

Frannie to Cody ..... 134 tons

35 ft. ore cars (BN 99000-99949, BN 98000-98189, BNSF 601090-601179) not permitted.

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

**Cody**—Tracks No. 8-15, Roundhouse No. 2, Pullman and Main track west of MP 42.5.

**O'Donnell**—Siding

**Frannie**—Loaded grain trains not permitted on east leg of wye.

**3. Type of Operation**

**TWC**—in effect:

Frannie to Cody.

**Restricted Limits**—in effect:

Cody ..... MP 40.6 to MP 42.7

Frannie ..... East and West Leg Wye Switch to MP 2.0

**4. General Code of Operating Rules Items**

**Rule 6.19**—When flagging is required, distance will be 1.0 mile.

**5. Trackside Warning Detector (TWD)—None****6. FRA Excepted Track—None****7. Special Conditions**

**Cody**—Cars over 50 feet cannot be turned on Wye.

**Frannie to Cody**—Train location lineups will be issued on a recording device.

**Break-in-Two Reports**

- When a train has stopped for an emergency application for any reason the crew must notify the dispatcher immediately.
- As soon as the reason for the emergency has been determined the dispatcher must be informed of the milepost location, location of train, car number(s), type of coupler (if applicable), speed and amount of air/dynamic braking or throttle position at the time of the emergency and if the train is on an ascending or descending grade.
- Upon arrival at the terminal, the engineer must complete a break-in-two report for any train separation regardless of cause. In addition, call the appropriate Road Foreman: Casper/Cody subs 472-8221 to discuss the break-in-two or leave a voice mail message explaining the break-in-two.

The dispatcher must send the appropriate report concerning the incident to the proper Colorado Division Road Foreman. The dispatcher must also arrange to have Pulse Tapes removed at the next forward location and forwarded to appropriate Road Foreman.

**Test Mile**—Test mile signs have been placed for westward movement between MP 5.0 and MP 6.0 between Frannie and Garland, and for eastward movement between MP 38.0 and MP 37.0 between Cody and Ralston.

**8. Line Segments****Road Line Segments**

Line Segment	Limits	Mileposts
330	Frannie to Cody	0.8 to 42.7

**9. Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
85722 O'Donnell	2.5 west of Powell	17	Both
86525 Busch Ag Res	1.4 west of Ralston	26	East

Length of Siding (Feet)	Station Nos.	Mile Post	Front Range Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
	41137	0.0	DENVER UD	BJ	Rule 6.28		0.8
		0.8	23RD STREET	AJ			0.2
	84301	1.0	PROSPECT JCT.	JXR	CTC		2.4
	41140	3.4	UTAH JCT.	MJR			1.1
	41141	4.5	CLEAR CREEK	TR			9.5
8,976	41151	14.0	BROOMFIELD To Lafayette 7.7	J			13.3
3,948	41168	27.3	BOULDER				13.0
4,449	41180	43.6	LONGMONT To Barnett 9.0	BJTR			5.7
1,920	41186	49.2	HIGHLAND				11.4
4,079	41197	60.7	LOVELAND				13.7
41211	74.4	74.3	FT. COLLINS	JTUR			2.2
7,295	41213	76.5	NORTH YARD	BR			15.1
7,216	41228	91.7	OWL CANYON				5.0
	41233	96.7	PLATTE RIVER JCT.				3.0
4,988	41236	99.6	NORFOLK				13.3
3,942	41249	113.0	SPEER				6.4
	41256	119.4	CHEYENNE	BTR			19.7
8,562	41276	138.8	FEDERAL				13.3
3,921	41289	152.4	HORSE CREEK				4.6
4,634	41294	157.0	ALTUS				13.1
4,011	41307	170.0	LAMBERT				18.6
8,182	41325	188.7	CHUGWATER				13.9
3,942	41339	202.6	BORDEAUX				11.9
5,832	41351	214.3	WHEATLAND	B			6.0
	41357	220.5	MOBA JCT.	J			10.5
4,660	41367	230.6	DWYER				9.8
8,235	32137	240.8	WENDOVER	JTR			237.5

Radio Channel 70 in service Wendover to Clear Creek.

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

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

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

Radio Channel 66 in service at Wendover to contact Guernsey Yardmaster.

Radio Channel 78 in service Yard Information Channel.

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

Industry Jobs and outbound crews are to use Channel 79 when their train is on other than the main track or Coal 1 and 2. Channel 39 is used for main track and Coal 1 and Coal 2 and Channel 76 when Industry Jobs leave the main track to perform industrial switching.

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

Dispatcher Phone Number—(817) 234-6054

## 1. Speed Regulations

### 1(A). Speed—Maximum

	Freight
Denver UD to Wendover .....	49 MPH.
Trains 100 TOB and over .....	49 MPH.

### 1(B). Speed—Permanent Restrictions

MP 13.7 to MP 25.2 .....	30 MPH.
MP 25.2 to MP 32.1 .....	20 MPH.
MP 45.8 to MP 49.8 .....	40 MPH.
MP 54.0 to MP 54.7 .....	40 MPH.
MP 58.3 to MP 62.0 .....	25 MPH.
MP 68.8 to MP 72.8 .....	40 MPH.
Westward trains from Prospect Street MP 72.8 until entire train has passed North College Avenue MP 74.7 .....	15 MPH.
Eastward trains from MP 74.7 until lead locomotive has passed Prospect Street MP 72.8 .....	15 MPH.
MP 110.1 to MP 110.6 .....	30 MPH.
MP 130.4 to MP 132.0 .....	40 MPH.
MP 143.2 to MP 146.8 .....	40 MPH.
MP 146.8 to MP 165.3 .....	30 MPH.
MP 206.8 to MP 211.3 .....	30 MPH.
MP 213.5 to MP 217.5 .....	40 MPH.
MP 219.0 to MP 220.5 .....	25 MPH.
MP 227.0 to MP 238.0 .....	30 MPH.
Broomfield and Lafayette .....	10 MPH.
Longmont and Barnett .....	10 MPH.

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

### 1(D). Speed—Other

All Sidings .....	10 MPH.
Through Denver UD Limits .....	10 MPH.
Denver UD to Utah Jct. Main Track .....	10 MPH.
Westward passenger trains—Denver UD to Prospect Jct. ....	15 MPH.
East Leg of Wye Wendover .....	10 MPH.

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

## 2. Bridge and Equipment Weight Restrictions

### Maximum Gross Weight of Car

Denver UD to Wendover .....	143 tons
Burns Jct. to Lafayette .....	131.5 tons
Longmont to Barnett .....	131.5 tons

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

Between Broomfield and Lafayette, Black Hollow Spur, and between Longmont and Barnett.

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

## 3. Type of Operation

### TWC—in effect:

Utah Jct. to Wendover

### CTC—in effect:

At Prospect Jct. to include 20th Street on Pikes Peak Sub (Balloon Track) and Prospect Jct. to Fox Jct. (UPRR).

### Restricted Limits—in effect:

Prospect Jct. to MP 6.5
Longmont—MP 41.3 to MP 45.8
North Yard—MP 72.8 to MP 80.2
Cheyenne—MP 117.6 to MP 122.6
Wendover—MP 238.0 to MP 240.7

Restricted limits are in effect between Broomfield and Lafayette, Longmont and Barnett.

**Rule 6.28**—in effect between Denver UD and Prospect Jct. (Buck Lead).

All trackage on the former Greeley Subdivision.

**Denver**—Train and engine movements between 23rd Street and 20th Street will be governed by Rule 6.28 under the direction of the Yardmaster at 31st Street. Prospect to 20th street on Brush and Pikes Peak Subdivisions, all train and engine movements under the jurisdiction of the control operator 31st Street.

**Prospect Jct. to MP 6.5**—(Train and engine movement on North Main Track between Fox Jct. and MP 6.5 under jurisdiction of Yardmaster at Rennick)

**Manual Interlockings**—UP crossing, Utah Jct. controlled by UP train dispatcher at Omaha. UP Train Dispatcher's phone is located adjacent to the interlocking signal. Permission from UP Train Dispatcher is necessary to hand operate crossover switch at Utah Jct. from BNSF to UP.

**Utah Jct. Via Rennick**—Trains or engines moving west off either packer track at Rennick Yard must have authority from the **31st Operator** to make the move through Utah Jct., including any reverse movements. You must continuously occupy the limits of the manual interlocking prior to making your reverse move. If for any reason, you leave the limits of the interlocking, you must again obtain authority from the **31st Operator** before reoccupying the limits.

Trains and MW must communicate with Yardmaster at Rennick when coming into restricted limits prior to entering restricted limits.

#### 4. General Code of Operating Rules Items

**Rule 6.19**—When flagging is required between Utah Jct. and Wendover the distance will be as follows:

Utah Jct. to Wendover ..... 2.0 miles

##### Rule 8.3

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

**Longmont**—Normal position of main track switches DOES NOT APPLY at the east siding switch located at MP 42.6 and the west siding switch located at MP 43.5. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

**North Yard**—Normal position of the main track switches DOES NOT APPLY at the east siding switch located at MP 75.9 and the west siding switch located at MP 77.3. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

**Cheyenne**—Normal position of main track switches DOES NOT APPLY at the main track switches located at MP 119.2, MP 119.3 and MP 120.3. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

**Wendover**—Normal position of main track switches DOES NOT APPLY. Main track switch may be left lined as last used, however, must be locked at the main track switch located at MP 238.8. This switch may be left lined as last used; however, it must be locked. Trains must approach this switch expecting to find it lined against movement.

##### Rule 8.12

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

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

##### Rule 8.20

**Loveland**—The normal position for the switch point derail at the east end of siding is for the derailing position, except when lined for through movements.

#### 5. Tracksides Warning Detector (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other FED locations  
MP 38.3 - Recall Code 318  
MP 144.5 - Recall Code 358  
MP 183.5 - Recall Code 368  
MP 225.8 - Recall Code 388

#### 6. FRA Excepted Track

Lyons Branch, Lafayette Branch and East Yard at Longmont, Black Hollow, MP 77.4.

#### 7. Special Conditions

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

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

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

**Jersey Line**—Crews handling intermodal equipment between 38th Street and Rennick Yard via the Jersey Line will be governed by the following:  
No stopping of movement will be made, except in case of emergency, between Washington Street and the UP Dock Switch. If a stop is made for any reason, a walking inspection of all cars must be made between these points.

**Prospect Jct.**—All movements between Denver UD and Prospect Jct. will be under the direction of the Yardmaster at 31st Street. CTC rules in effect at Prospect Jct. Movement through Prospect Jct. will be under the control of the operator at 31st Street.

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

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

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

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

When routed through UP North Yard tracks, be governed by UP Yardmaster's instructions on yard tracks and CTC rules where applicable.

**Clear Creek**—With regard to the signal light at Western Paving and all known lights at the unloading trestle, red means not to proceed, green means that the trestle is clear and you may proceed onto the trestle, and if neither red nor green is showing, it shall be considered as a red, and until cleared by Western Paving personnel, the train shall not proceed onto the trestle.

This procedure is to be followed whenever train unloading operation occurs. Train movement will be made under the direction of the conductor by radio control with the engineer up to the west end of the unloading trestle. Western Paving unloading personnel will insure all personnel are in the clear of train movement and the unloading area before the signal light indication is changed from red to green.

The train will proceed only on the green indication of either control light attached to the trestle. If there is no signal indication (dark lights), train will not proceed until verbal instructions have been received from Western Paving personnel. Signal light indication must remain green until the unloading operation is complete and the train is clear of the west end of the trestle.

**Boulder**—IBM industrial spur, 4.6 miles west of Boulder, traffic signals in service on Highway 119 crossing of track entering IBM plant.

Normally, traffic signals will display a red aspect for rail movements, which will require movement to stop short of Highway 119. Upon approach of train or engine movement, traffic signals should display green aspect on traffic signals paralleling track for movement over Highway 119.

Absence of light in all traffic signals, and when unable to obtain green aspect for movement over Highway 119, will require movement to be protected by a member of crew and occurrence should be reported to the train dispatcher.

**Valmont**—The red warning light for access to track 6 and 7 will be changed to green by the Valmont Coal crew before cars are shoved to the dumper spots. Crossing gates placed in service on the New Valmont Lead at 63rd Avenue, Valmont Power Plant. Trains must pull by crossing start signs to activate crossing signals. Trains must not occupy crossing until gates are in the down position per Rule 6.32.2.

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

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

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

**Longmont**—When main track between siding switches is occupied by a train or cars, Westbound Trains must protect movement over Highway 119 Crossing at MP 42.53.

**Norfolk**—Siding must be used for westward train movement only.

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

**Ft. Collins**—Signal crossing protection at MP 78.89 and at MP 78.82 on the Blackhollow Branch I-25 frontage road is ineffective due to rusty rail conditions. Stop and protect all movements.

**Horse Creek**—Siding must be used for westward train movement only. Switching moves excepted.

**Lambert**—Siding must be used for eastward train movement only. Switching moves excepted.

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

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

**Wendover**—Unless it is known that an initial terminal air brake test will be performed at Guernsey, all MOL empty coal trains will receive a 1,000-mile air brake test.

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

#### **Rawhide Power Plant**

The following speed restrictions apply:

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

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

Gate and switches should be lined for movement to dumper.

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

Empty coal trains with Train Symbol EPPRATM will receive a 1,000 mile air brake test.

#### **Lafayette Branch**

Traffic signals at MP 18.1 on Highway 287 are in service. Highway circuit activation is 100 feet in advance of engineer traffic control signals.

Engineer signals will display a red aspect. After stopping short of engineer signal but within the circuit activation, go to the engineer signal and push button. Engineer signal will display green within one minute.

Absence of light in all traffic signals, and when unable to obtain green aspect for movement over Highway 287 crossing will require movement to proceed per Rule 6.32.2.

Signal crossing protection at MP 18.75 and MP 22.05 between Broomfield and Lafayette is ineffective due to rusty rail conditions. Stop and protect movement over these crossings.

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

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

**Faxing Delay Reports After Being Relieved Online**—The conductor is responsible for completing the appropriate parts of the delay report at the time they are accomplished. In situations where the conductor deadheads to the point of the final release, the final off duty time must be filled in upon arrival and faxed to the proper office in order for the BNSF to determine when the conductor can be next called for duty. Time spent in deadhead transportation to the point of release is not counted as on-duty or off-duty time.

**Cheyenne**—Trains arriving or departing Cheyenne must notify the Denver Through Freight Desk at Denver at 317-7610.

#### Temperature Speed Restrictions

Subdiv	Hot Weather When temp. exceed 90 degrees F		Cold Weather When temp. is -10 degrees F or colder
Front Range	30	Trains 100 tons O/B and over	30
	45	Freight trains up to 100 tons O/B	45
	45	Empty coal trains	45

#### 8. Line Segments

##### Yard Line Segments

##### Line Segment Yard

493 ..... Kountry Line  
496 ..... Jersey Cut Off  
903 ..... Prospect Jct.

##### Road Line Segments



##### Line Segment Limits

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

#### 9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Front Range Subdivision			
41141 Western Paving	Clear Creek	35	Both
41142 Birko Chem	1.9 west of Utah Jct.	11	East
41143 Westminster	2.8 west of Utah Jct.	12	Both
41147 Homestead House	7.1 west of Utah Jct.	8	West
To Lafayette			
84315 Burns Jct.	1.3 west of Broomfield		East
84322 Lafayette	7.7 west of Broomfield	23	Both
Front Range Subdivision			
41154 Rocky Mtn. Ind. Park	4.7 west of Broomfield	20	East
41161 Valmont	11.5 west of Broomfield	90	West
41172 IBM	4.6 west of Boulder	6	East
To Barnett			
84344 Western Spur	6.5 west of Longmont	40	Both
84347 Medberry	7.7 west of Longmont		East
84347 Barnett	9.0 west of Longmont		East
Front Range Subdivision			
41191 Berthoud		30	East
41192 Champion Home Builders	6.5 west of Highland	6	East
41207 McClellands	9.2 west of Loveland	5	West
41211 Union Mfg. Co.	1.3 west of Ft. Collins	37	West
41214 Black Hollow Spur	North Yard	40	East
41216 Busch Spur	3.3 west of North Yard	50	Both
41222 Wellington	11.3 west of Ft. Collins	10	East
41224 Dixon	13.1 west of Ft. Collins	58	East
41257 Warren Missile Base	2.4 west of Cheyenne	60	East
41268 Silver Crown	12.0 west of Cheyenne	30	East
41299 Farthing	5.7 west of altus	40	West
89753 Murke Spur	0.5 west of Horse Creek	99	East
41334 Slater	9.0 west of Chugwater	22	East
41357 Moba Jct.	5.8 west of Wheatland		West
	Track No. 1	104	Both
	Track No. 2	15	West
	Track No. 3	17	West
	Track No. 4	34	East
	Track No. 5	24	East
	Track No. 6	18	Both
	Track No. 7	20	Both
	Track No. 8	8	West
	Track No. 9	120	East



Length of Siding (Feet)	Station Nos.	Mile Post	Golden Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
	84301	1.0	PROSPECT JCT.	JR	CTC		3.8
Between Prospect Jct. and C&S Jct., BNSF trains and engines operate over UP tracks and are governed by UP timetable.							
		4.9	C&S JCT.	JR	CTC		6.9
	89311	11.8	TERRILL JCT.	R			4.8
	89316	14.4	GOLDEN	R			15.5

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

**Radio Channel No. 39 in service Prospect Jct.**

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

Industry Jobs and outbound crews are to use Channel 79 when their train is on other than the main track or Coal 1 and 2. Channel 39 is used for main track and Coal 1 and Coal 2 and Channel 76 when Industry Jobs leave the main track to perform industrial switching.

# **1. Speed Regulations**

## **1(A). Speed—Maximum**

	<b>Freight</b>
C&S Jct. to Golden .....	20 MPH.

## **1(B). Speed—Permanent Restrictions**

MP 9.0 to MP 10.0 .....	10 MPH.
Terrill Jct. to Coors East Yard .....	10 MPH.

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

## **1(D). Speed—Other**

Utah Jct. on UP over failed equipment detector and interlocking plant .....	25 MPH.
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See Item 1 of the System Special Instructions for additional speed restrictions.

# **2. Bridge and Equipment Weight Restrictions**

## **Maximum Gross Weight of Car**

Prospect to Golden .....	134 tons
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Between Prospect and Golden, cars loaded with soda ash destined for Coors Glass are to have mechanical inspection and light cars will be placed on each end of any car containing soda ash exceeding 134 tons gross weight.

# **3. Type of Operation**

**CTC**—in effect:

At Prospect Jct.

**Restricted Limits**—in effect:

MP 4.9 to MP 14.4.

Train and engine movements between C&S Jct. and Golden will be made under the direction of the 31st Street yardmaster.

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

When delivering cars from 31st Street yard to UP North Yard or departing 31st Street yard with Golden Beer runs, BNSF operator will contact UP train dispatcher as to movements to be made. Train, yard and other locomotive movements between Prospect Jct. and UP North Yard will be governed by CTC signal indications. At North Yard, BNSF crews will be governed by instructions from UP yardmaster on Channel No. 33.

When routed through UP North Yard tracks, be governed by UP yardmaster's instructions on yard tracks and CTC rules where applicable.

# **4. General Code of Operating Rules Items**

All train and switch crews operating on the Golden Subdivision will be required to obtain a track warrant listing the track bulletins in effect.

**C&S Jct.**—Signal (02) at MP 5.68 for eastward movement conveys main track distant signal information for the C&S Jct. When the signal aspect is RED, crews must contact the UP dispatcher for instructions. If the aspect still displays RED after receiving a proceed indication at C&S Jct., the train can proceed past the RED aspect at MP 5.68.

# **5. Trackside Warning Detector (TWD)—None**

# **6. FRA Excepted Track—See GCOR Rule 6.12—None**

# **7. Special Conditions**

**Arvada**—Within the city limits of Arvada, if for any reason a train will be blocking any public roadway crossing for more than 5 minutes at a time, notify the Yardmaster at 31st Street immediately.

31st Street Yardmaster will call the Arvada Police Department, phone number 424-5556, requesting traffic control assistance and advising possible duration that the crossing will be blocked.

At approximately 644 feet from point of switch at Coors Glass Plant at MP 9.5 there has been an installation of a propane unloading tower. DO NOT PASS the tower when ramp is in down position.

A warning light system has been installed in Coors North Marshalling Yard. Before entering North Marshalling Yard, crew must activate light system by operating switch located on south side of control box at east end of Quonset hut.

Red warning light is located on 4th pole west of Quonset hut on north side of 13-Track in Coors North Marshalling Yard and will be on when system is activated.

Warning light system MUST BE DEACTIVATED (turned off) when crew leaves Coors North Yard.

BNSF crews will not work in Coors North Marshalling Yard when Coors Train Crews are working in this yard, except when Coors train crews are in No. 1 track and west of the fouling point unless there is a proper understanding between the crews involved.

**Faxing Delay Reports After Being Relieved Online**—The conductor is responsible for completing the appropriate parts of the delay report at the time they are accomplished. In situations where the conductor deadheads to the point of the final release, the final off duty time must be filled in upon arrival and faxed to the proper office in order for the BNSF to determine when the conductor can be next called for duty. Time spent in deadhead transportation to the point of release is not counted as on-duty or off-duty time.

# **8. Line Segments**

## **Road Line Segments**


## **Line Segments Limits**

476 ..... Prospect Jct.

482 ..... C&S Jct. to Golden

## 9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Ind Chemicals	0.1 west of C&S Jct.	4	West
CCW Plastics	0.2 west of C&S Jct.	2	West
89309 Horton (Coors Glass & Inland Container Systems)	9.6 west of Prospect Jct.	21 25	East East
89310 Jolly Rancher	10.5 west of Prospect Jct.	17	East
89311 Mount Olivet	11.8 west of Prospect Jct.	17	Both
89313 Ball Metal	12.5 west of Prospect Jct.	10	West
89313 Willamette Industries	12.6 west of Prospect Jct.	14	West
Speer Ind.	12.8 west of Prospect Jct.	17	West
Coors End Plant	13.2 west of Prospect Jct.	29	West

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Imperial Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	↑ EAST WARD
		20735	0.7	CULBERTSON	J	TWC		9.1	
		82908	9.1	BEVERLY				8.6	
		82917	17.7	PALISADE				7.2	
		82924	24.9	HAMLET				7.6	
		82932	32.5	WAUNETA				9.4	
		82941	41.9	ENDERS				7.2	
		82948	49.1	IMPERIAL	R			49.1	

**Radio Channel No. 66 in service.**

**Dispatcher Phone Numbers-** (817) 234-6052, Fax (817) 234-6073

**1. Speed Regulations**

**1(A). Speed—Maximum**

Culbertson to Imperial ..... **Freight** 30 MPH.

**1(B). Speed—Permanent Restrictions—None**

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

**1(D). Speed—Other—None**

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Culbertson to Imperial ..... 134 tons

35-ft. ore cars (BN 990-99949, BN 98000-98189, BNSF 601090-601179) not permitted.

Six-axle locomotives and six-axle derricks permitted from MP 0.73 to MP 3.0 only.

**3. Type of Operation**

**Restricted Limits—in effect:**

MP 47.0 to MP 49.1

MP 0.73 to MP 2.5

**TWC—in effect:**

MP 0.7 to MP 47.0

**4. General Code of Operating Rules Items**

**Rule 5.4.4**—Authorized on this subdivision.

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

**Rule 15.1**—Westward trains originating at McCook must obtain Track Warrant at McCook showing Track Bulletins in effect between CTC Culbertson and Imperial.

**Exception to Rule 8.3 Main Track Switches**—At Imperial crew members may leave main track switches locked in the position last used. Approach these switches expecting to find them lined against movement.

**5. Trackside Warning Detectors (TWD)—None**

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Culbertson to Imperial**—Train location lineups will be issued on a recording device.

**Train Location Lineup Instructions**

1. From a touch tone telephone or mobile unit dial: (8) 480-7400 or 1-800-422-0439, Denver, using current dialing instructions—BNSF Network, long distance.
2. When you hear instructions to enter the seven-digit telephone number or mail box number, **DIAL 1001044** to receive train location lineup.
3. Copy the recorded lineup.
4. The lineup will automatically repeat. To verify your copy is correct, underscore each word on your copy as the lineup is repeated.
5. After lineup has been copied correctly and underscored during the repeat, the procedure is complete.

**Imperial**—Watch for cars on Main Track.

**8. Line Segments**

**Road Line Segment**

**Line Segment Limits**

178 ..... Culbertson to Imperial

**9. Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
Fertilizer Spur	13.6 west of Palisade	10	West

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Pikes Peak Subdiv Southward MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
				* Indicates UP Mile Posts				
			0.3	20TH STREET	JX	2MT		1.5
			1.2	WALNUT STREET	X	CTC		1.0
			2.2	SOUTH PARK JCT.	JRX(2)	2MT		1.9
	41134	3.3		SOUTH DENVER	MR	CTC		6.3
1,800	57860	9.9 *		LITTLETON	PX	DT TWC ABS		9.4
	57800	19.3 *		BIG LIFT	BP			5.2
	57790	24.5 *		SEDALIA	X			3.3
8,200	57785	709.5 *		ORSA				4.3
	57780	705.2 *		CASTLE ROCK				16.4
	57760	688.8 *		SPRUCE		CTC		2.5
	57755	52.0 *		PALMER LAKE				5.2
6,900	57750	57.2 *		MONUMENT				8.1
7,200	57740	65.3 *		ACADEMY				8.0
		72.3 *		N. COLORADO SPRINGS				1.1
		74.4 *		BIJOU		CTC		0.5
20,600	57770	74.9 *		COLORADO SPRINGS	C			0.5
		75.4 *		CIMARRON				1.0
		76.4 *		S. COLORADO SPRINGS				2.7
5,400	57660	659.9		KELKER		DT TWC ABS		5.4
	57654	654.4		CREWS				4.0
	57650	650.5		FOUNTAIN				6.8
	57640	643.7		BUTTES	X			13.1
5,300	57619	630.6		BRAGDON				1.4
		629.2		SOUTH BRAGDON		CTC		6.9
		622.3		NORTH PUEBLO				2.4
		619.9		CANON CITY JCT.				0.4
	57200	619.5		PUEBLO YARD	BCT			119.3

\*Indicates UP Mile Posts.

**Radio Channel 36 in service South Denver to Pueblo Yard.**

**Radio Channel 39 in service South Denver to 20th Street.**

**Radio Channel 76 in service Industry Jobs unless instructed by yardmaster.**

Industry Jobs and outbound crews are to use Channel 79 when their train is on other than the main track or Coal 1 and 2. Channel 39 is used for main track and Coal 1 and Coal 2 and Channel 76 when Industry Jobs leave the main track to perform industrial switching.

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	SC	MC	CQS	EM-ER
Between Pueblo and South Denver	36	1	3	4	5&7	9
Between South Denver and 20th Street	66	N/A	N/A	N/A	N/A	N/A

**BNSF Train Dispatcher**—Phone Number (817) 234-2316, FAX (817) 234-2410

**UP Train Dispatcher**—Phone Number (800) 726-1178

NORTHWARD ↑	Length of Siding (Feet)	Station Nos.	Mile Post	Pikes Peak Subdiv Northward MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
				* Indicates UP Mile Posts				
			0.0	20TH STREET	JX	2MT		1.2
			1.2	WALNUT STREET	X	CTC		1.0
			2.2	SOUTH PARK JCT.	JRX(2)	2MT		1.9
	41134	3.3		SOUTH DENVER	YM	TWC		6.3
	57860	727.1		LITTLETON	XY	ABS		9.1
	57800	718.0		BIG LIFT	BP	DT TWC ABS		5.2
5,000	57790	712.8		SEDALIA	X			8.0
	57780	32.5 *		CASTLE ROCK				19.5
	57755	52.0 *		PALMER LAKE				5.2
6,900	57750	57.2 *		MONUMENT				8.1
7,200	57740	65.3 *		ACADEMY		CTC		8.0
		72.3 *		N. COLORADO SPRINGS				1.1
		74.4 *		BIJOU				0.5
20,600	57770	74.9 *		COLORADO SPRINGS	C			0.5
		75.4 *		CIMARRON				1.0
		76.4 *		S. COLORADO SPRINGS		DT TWC ABS		2.7
5,400	57660	659.9		KELKER				5.4
	57654	654.4		CREWS				3.1
	57650	650.5		FOUNTAIN				10.2
	57635	98.1 *		WIGWAM				9.8
		107.9 *		NORTH BRAGDON		CTC		
5,300	57619	630.6		BRAGDON				1.4
		629.2		SOUTH BRAGDON				6.9
		622.3		NORTH PUEBLO				2.4
		619.9		CANON CITY JCT.				0.4
	57200	619.5		PUEBLO YARD	BCT			118.9

\*Indicates UP Mile Posts.

**Radio Channel 36 in service South Denver to Pueblo Yard.**

**Radio Channel 39 in service South Denver to 20th Street.**

**Radio Channel 76 in service Industry Jobs unless instructed by yardmaster.**

Industry Jobs and outbound crews are to use Channel 79 when their train is on other than the main track or Coal 1 and 2. Channel 39 is used for main track and Coal 1 and Coal 2 and Channel 76 when Industry Jobs leave the main track to perform industrial switching.

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	SC	MC	CQS	EM-ER
Between Pueblo and South Denver	36	1	3	4	5&7	9
Between South Denver and 20th Street	39	N/A	N/A	N/A	N/A	N/A

**Train Dispatcher**—Phone Number (817) 234-2316, Fax (817) 234-2410

# 1. Speed Regulations

## 1(A). Speed—Maximum

	<b>Freight</b>
20th Street to South Denver .....	20 MPH.
South Denver to Cimarron (Main Track) .....	45 MPH.

Cimarron to Bragdon—SWDMT; Cimarron to Tapp—NWDMT .....	55 MPH.#
Bragdon to Pueblo .....	55 MPH.#
Tapp to MP 115.0 (UP) .....	55 MPH.#
MP 115.0 to MP 118.2 (UP) .....	45 MPH.
MP 118.2 to MP 119.4, Pueblo (UP) .....	10 MPH.
Loaded unit coal train between Palmer Lake and Academy MP 52.0 and MP 65.3 .....	20 MPH.
Against current of traffic:	
Crews to Bragdon or North Bragdon to Crews .....	49 MPH.%

### 1(B). Speed—Permanent Restrictions

Pueblo to Bragdon (BNSF)	
MP 619.5 to MP 619.9 .....	20 MPH.
Bragdon to South Denver—Northward track	
MP 95.0 to MP 94.9 UP .....	50 MPH.
MP 88.3 to MP 88.1 UP .....	35 MPH.
MP 86.2 SP to MP 653.8 BNSF .....	45 MPH.
MP 45.4 to MP 45.2 UP .....	40 MPH.
MP 44.7 to MP 43.3 UP .....	35 MPH.
MP 32.4 to MP 31.8 UP .....	40 MPH.
Bragdon to South Denver—Single track	
MP 52.0 to MP 60.3 UP .....	25 MPH.
MP 60.3 to MP 68.6 UP .....	30 MPH.
MP 74.6 to MP 76.2 UP .....	30 MPH.
MP 76.2 to MP 658.2 BNSF .....	40 MPH.
Bragdon to South Denver—Southward track	
MP 21.7 to MP 712.3 BNSF .....	35 MPH.
MP 712.3 to MP 707.3 BNSF .....	40 MPH.
MP 706.9 to MP 704.6 BNSF .....	30 MPH.
MP 704.6 to MP 704.4 BNSF .....	40 MPH.
MP 697.8 to MP 693.0 BNSF .....	40 MPH.
MP 692.1 to MP 688.8 BNSF .....	35 MPH.
MP 688.5 BNSF to MP 52.0 UP .....	25 MPH.
MP 649.3 to MP 646.0 BNSF .....	45 MPH.

### 1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.	
South Denver—normal route .....	20 MPH.
Littleton—crossover UP and BNSF .....	30 MPH.
Palmer Lake—turnout to northward main track .....	25 MPH.
Monument—both ends siding .....	25 MPH.
Academy and Kelker—both ends siding .....	30 MPH.
North and South Colorado Springs—turnout to siding .....	30 MPH.
Bijou—crossovers .....	30 MPH.
Bijou—siding .....	20 MPH.
Cimarron—crossovers .....	30 MPH.
Cimarron—siding .....	20 MPH.
Crews—turnout to southward main track .....	40 MPH.
Bragdon—crossovers BNSF and UP .....	40 MPH.
Bragdon—both ends BNSF siding .....	10 MPH.
Pueblo Yard Highline—18th St. to North Pueblo (NWD MT) .....	20 MPH.

### 1(D). Speed—Other

While head end of train is passing over street crossings listed below, indicated speed must not be exceeded.	
Castle Rock—all streets—MP 32.4 to MP 32.6 UP (NWD MT) .....	40 MPH.
Colorado Springs—all streets—MP 74.9 to MP 76.6 UP .....	30 MPH.
Bijou and Cimarron (siding only) .....	20 MPH.
Colorado Springs and Kelker, all yard tracks .....	10 MPH.
Fountain—MP 89.6 SP to MP 654.4 BNSF (HE only) .....	35 MPH.
Kelker Yard BNSF side only .....	5 MPH.
BNSF Colorado Springs Clic 901 through 922 .....	5 MPH.
BNSF Old Main Track Clic 999 .....	5 MPH.

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

### 2. Bridge and Equipment Weight Restrictions

#### Maximum Gross Weight of Car

Kountry Line .....	131.5 tons.
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**Switching in Kelker Yard BNSF side only**—Four-axle locomotives permitted.

**North end Kelker Yard setouts and pickups BNSF side only**—Six-axle locomotives permitted.

**Colorado Springs BNSF Yard Track**—Four-axle locomotives permitted.

### 3. Type of Operation

**Southward track is under UPRR operating jurisdiction between:**

South Denver and Palmer Lake  
Crews and Bragdon

Single track (CTC) between Palmer Lake and Crews is under BNSF jurisdiction. BNSF helper engines entering the main track and moving less than 1 mile, with the current of traffic, to couple onto and help southward trains must obtain verbal authority from the UPRR dispatcher before occupying the Southward Main Track. After uncoupling from the rear of southward trains, BNSF helper engines are authorized to occupy the main track and move with the current of traffic between MP 50.5\* and MP 52.0\*, begin CTC Palmer Lake.

#### Southward Track

**CTC**—in effect:

20th St., MP 0.0 to Walnut St., MP 1.2

South Denver, MP 3.6\* to Littleton, MP 9.9\* (Traffic in either direction by signal indication)

Palmer Lake, MP 52.0\* to Crews, MP 654.4

Bragdon, MP 630.6 to Pueblo Yard, MP 619.5

**TWC**—in effect:

Littleton, MP 9.9\* to Palmer Lake, MP 52.0\*

Crews, MP 654.4 to Bragdon, MP 630.6

**Restricted Limits**—in effect: Walnut St., MP 1.2\* to South Denver, MP 3.8\* Train and engine movements will be governed by the yardmaster 31st. Multiple Main Track—Between 20th Street and Littleton, when facing a southward direction at 20th Street, the northward track will be on your left.

#### Northward Track

Northward track is under BNSF operating jurisdiction between:

North Bragdon and Crews

Palmer Lake and South Denver

**CTC**—in effect:

20th St., MP 0.0 to Walnut St., MP 1.2

Palmer Lake, MP 52.0\* to Crews, MP 654.4

North Bragdon, MP 107.9 to Pueblo Yard, MP 619.5

**TWC**—in effect:

South Denver, MP 733.4 to Palmer Lake, MP 52.0\*

Crews, MP 654.4 to North Bragdon, MP 107.9

**Restricted Limits**—in effect:

Walnut St., MP 1.2\* to South Denver, MP 3.6\*

Train and engine movements will be governed by the yardmaster 31st.

**Yard Limits**—in effect:

South Denver, MP 733.4 to Littleton, MP 726.0

**Multiple Main Track**—Between 20th Street and Littleton, when facing a southward direction at 20th Street, the northward track will be on your left.

BNSF and UPRR movements between 20th St. and Bragdon are made jointly and are governed by the Timetable and Special Instructions of the employing carrier.

Train and engine movements between Walnut Street and 20th Street will be governed by CTC rules controlled by the operator at 31st Street.

**Manual Interlockings Not Controlled by BNSF**

Location	Controlling Railroad
South Denver	UP
MP 3.6*—Southward track	UP
MP 733.4 Northward track	UP

**Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions**

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply).	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

**4. General Code of Operating Rules/Air Brake Rules Items Rule 8.3**

**Hogans Alley**—Normal position of main track switches DO NOT APPLY. Main track switches at MP 1.9 and MP 3.1. may be left lined as last used, however, must be locked. Train must approach these switches expecting to find these switches lined against movement.

**Rule 8.12**

**3rd Avenue and 8th Avenue Crossover**—Crossover switches MP 2.2 and MP 3.1 may be left lined as last used, however, both switches of the crossover must be left lined for normal movement or movement through the crossover. Trains must approach crossovers expecting to find them lined against movement.

**Rule 6.21.3**—When the UP train dispatcher receives an emergency brake application report from a train, the train dispatcher must issue the following instruction to the first train that will traverse the reported location:  
"Between (location) and (location) be governed by Rule 6.21.3."

When a train receives the above instruction, movement within specified limit must not exceed 30 MPH looking out for misaligned track. The 30 MPH speed restriction applies until the head end of the track clears the specified limit.

**Rule 9.1.2**—At South Denver, absolute signals are controlled by UP train dispatcher, who may be contacted by phone located at South Denver, or Channel 54.

**Absolute signal indications govern as follows:****Northward**—Northward main track:

- Top aspect—Movements to UP
- Middle aspect—Movement to BNSF northward main track.
- Bottom aspect—Movement to BNSF southward main track.

**Southward**—BNSF Southward main track:

- Top aspect—Movement to southward main track.
- Bottom aspect—All other movements.

**Rule 9.12.1**—When making northward or southward movements on northward main track at crossover Littleton, permission must be obtained from train dispatcher when absolute signals governing movement in either direction on northward main track display Stop indication. Provisions of Rule 9.12.4 do not apply at this location.

When operating southward on the northward main track from **South Denver** to crossover Littleton and to continue southward on northward main track south of crossover Littleton, authority must be obtained from both BNSF and UP dispatchers. UP train dispatcher must line movement; and before a signal other than Stop can be obtained, a crew member must operate key

release, located at absolute signal, with BNSF switch key. TWC authority must be obtained from BNSF dispatcher.

**Rule 14.10**—When operating with the current of traffic on the Northward Track between Palmer Lake and South Denver, use one of the following methods to report clear of limits authorized by track warrant.

1. After entire train has entered yard limits Littleton, MP 726.0, report clear of limits to train dispatcher using radio channel 36.
2. If unable to contact train dispatcher and train arrives Walnut St., report clear of limits to 31st Street Control Operator on radio channel 66 and include the following:
  - Train Identification
  - Track Warrant Number
  - Track Warrant Limits Being Cleared
  - Time Limits Reported Clear

The 31st Street Control operator will repeat the above information for verification by the individual reporting clear of limits. After repeat and verification the 31st Street Control Operator will record the above information and relay it to the train dispatcher.

**Air Brake Rule 101.9.2**—When adding helper locomotives, conductor on helpers must inspect not less than 3 cars ahead of helpers to determine brakes apply from a service application before releasing brakes and proceeding.

**Littleton**—When Southward movement from southward main track to northward main track is required, authority must be obtained from UP dispatcher for movement through the crossover. TWC authority must be obtained from BNSF dispatcher before fouling northward main track, UP dispatcher must line movement through crossover; and before a signal other than Stop can be obtained, a crew member must operate key release located at absolute signal, with BNSF switch key.

When northward movement to the southward main track at **Palmer Lake** is required, after obtaining authority from the UP and BNSF dispatchers, BNSF train dispatcher must line the movement and before a signal other than Stop can be obtained, a crew member must operate the key switch mounted on the Palmer Lake bungalow with a UP switch key.

**Crews**—signal has been provided to move against current of traffic on northward track. Clearing of signal requires operation of key controller mounted on side of signal house, after dispatcher has positioned signal. Aspect will be restricting.

Train, yard, and other locomotive movements to or from east end Pueblo Union Depot and to or from "C" Street Industrial Area, MP 118.9, must obtain permission from BNSF train dispatcher before lining switch or fouling BNSF main track between east end Pueblo Union Depot and railroad crossing at grade, MP 118.9. When movement is completed and in clear of BNSF main track, employees must report in clear to BNSF train dispatcher.

On UP trackage, resume speed signs are not used. The speed sign governing the SAME restricted territory from the opposite direction indicates a point 2,500 feet beyond the restricted territory and serves as a guide to enginemen in resuming normal speed.

**Air Brake Rule 101.13**—Upon departing Denver, southward trains must make a running air brake test before arriving Big Lift to determine holding force of train brakes. If brakes do not operate properly, stop the train, correct the problem and perform another running air brake test.

5. **Trackside Warning Detector (TWD)**

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other FED locations:
  - MP 635.5 - Recall Code 8
  - MP 657.7 - Recall Code 8
  - MP 715.5 - Recall Code 8
  - UP MP 21.3—Hot Box \*
  - UP MP 35.0—Hot Box \*
  - UP MP 48.5—Hot Box \*
  - UP MP 60.4—Hot Box \*
  - UP MP 100.1—Hot Box \*
- C. Other detectors
  - MP 88.5—High Water—NWD MT
    - Rotating purple lights & radio communication
  - MP 654.1—High Water—NWD MT—Signal 6523
  - MP 43.4—High Water—NWD MT
    - Rotating purple lights & radio communication
  - MP 42.4—High Water—NWD MT
    - Rotating purple lights & radio communication
  - MP 32.8—High Water—NWD MT
    - Rotating purple lights & radio communication
  - MP 639.7—High Water—SWD MT—Signal 6392
  - MP 77.9—High Water
    - Rotating purple lights & radio communication

\* Instructions for UP readout (Talker) Hot Box and Dragging Equipment detectors are as follows:

**Trackside Warning Devices**

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

- 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:
    - UP detector (Mile Post Location), 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 message will be transmitted:
    - UP detector (Mile Post Location), Northbound or Southbound, (Number) alarms, count from head end of train.
    - First alarm, hot bearing, (East or West) rail, axle (Number)
    - Second alarm, hot bearing, (East or West) rail, axle (Number)
    - Third alarm, hot wheel, near axle (Number)
    - Fourth alarm, hot wheel, near axle (Number)
    - Fifth alarm, dragging equipment, near axle (Number)

If more than 10 alarms are detected, the following message will be transmitted:

Over 10 alarms inspect the rest of the train.

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

Message Complete.

End of transmission.

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

**Instructions for UP Dragging Equipment Detectors**

Dragging equipment detectors (a detector designated by the letter "D" displaying a purple indication when the device is actuated), with automatic reset feature, are in service on the joint line between South Denver and Bragdon.

Employees must familiarize themselves with locations of dragging equipment detectors.

UP dragging equipment detectors are equipped with voice alerters and UP and BNSF radio frequencies. UP failed equipment detectors are equipped with voice alerters and transmit on AAR channels 36, 54 and 66.

These detectors apply to trains in "both directions" and the normal indication of the dragging equipment detector is dark. When purple indication is activated by a train, the train must be stopped immediately and inspection made. It must be known that the equipment and track are in safe condition before proceeding.

If a detector is illuminated in advance of a train, unless otherwise instructed by the train dispatcher, train must be stopped and movement beyond the detector signal must be made at restricted speed for one-half mile, watching carefully for evidence of track damage from dragging or derailed equipment.

Report must be made to the train dispatcher by the first available means of communication when purple indication is displayed by the dragging equipment detector.

**Rule 9.5.8 Block Signal With Triangular "P" Plate**—New rule is added on UP:

A block signal equipped with triangular plate displaying the letter "P" can be actuated by a special protective device. When a signal equipped with a "P" plate displays a red aspect, in addition to complying with other applicable signal rules, an inspection from the ground must be made of train, track or structure for which protection is provided to be sure it is safe for the passage of trains.

**Exception:** An inspection from the ground is not required when it can be determined from the engine that the track or structure for which the protection is provided is safe for the passage of the train.

Number or location of each signal equipped with a "P" marker will be shown in timetable, with a description of the special protective device equipped to that signal.

**Rule 9.5.8 Block Signals with "P" Plates**

**Southward**

A" S. Colorado Springs ..... High water detector, MP 77.9

**Northward**

330 ..... High water detector, MP 32.8

424 ..... High water detector, MP 42.4

446 ..... High water detector, MP 43.4

"A" North (Kelker) ..... High water detector, MP 77.9

892 ..... High water detector, MP 88.5

**6. FRA Excepted Track**

<u>Colorado Springs</u>	<u>Castle Rock</u>
0903 0913	5102
0904 0914	5105
0905 0921	
0909 0922	<u>Orsa</u>
0910 0999	5502
0912	
<u>Pikeview</u>	<u>Bragdon</u>
1308	7402
1399	
<u>Academy</u>	<u>Crews</u>
1901 through 1904	9902
<u>Drennan</u>	<u>Kelker</u>
0812 through 0816	0801 through 0804
0818 through 0820	
0830 through 0835	
<u>South Park Junction</u>	<u>Fountain</u>
Park Lead	9601
Park Yard	
Atlas Metal	

No switching moves in Park Yard can be made between MP 1.5 (Colfax Ave.) to MP 1.9 (13th Ave.) while there is a train going by on the Inbound Main 2, (Northward Track).

**7. Special Conditions**

Southward from Palmer Lake to North Colorado Springs and Northward Palmer Lake to MP 724:							
Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
4,000 or less	4	4	4	6	6	6	8
4,001 to 5,000	6	6	6	6	6	8	10
5,001 to 6,000	6	8	8	8	8	10	12
6,001 to 7,000	8	8	8	8	10	12	14
7,001 to 8,000	8	8	8	10	12	14	16
8,001 to 9,000	8	8	10	12	14	16	18
9,001 to 10,000	8	10	10	14	16	18	20
10,001 to 12,000	10	10	12	16	18	20	22
12,001 to 14,000	10	10	14	18	20	22	24
14,001 to 16,000	10	12	16	20	22	24	28

Total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the table. When using this table, round calculations up to the next whole number when determining TOB. For example, 105.1 TOB becomes 106 TOB. For purposes of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in the train's total trailing tonnage.

**Kountry Line**

**Florida Avenue—MP 4.83**—Engineer signal will display a green aspect for rail movement. The engineer signal protecting Florida Ave. is bonded 550 Ft. from the crossing on the Kountry Main Line. A red engineer signal or dark engineer signal at Florida Ave. will require movement to be protected by a member of the crew per GCOR Rule 6.32.2 and must be reported to 31st Street Yardmaster.

**3rd Avenue—MP 2.8**—Engineer signal will display a green aspect for rail movement. The engineer signal protecting Third Ave. is bonded 100 Ft. from the crossing on Kountry Main Line, and 50 Ft. from the crossing on the Run Around and Belt tracks. A red engineer signal or dark engineer signal at Third Ave. will require movement to be protected by a member of the crew per

GCOR Rule 6.32.2 and must be reported to 31st Street Yardmaster.

**Pueblo**—Normal position of spring switch at north end of Hump 3 (0728) to Hump 2 (0727) is lined for Hump 3. Switch is protected by switch point indicator elevated on pole west Hump 2.

Switch locks have been installed on switches at north end of Hump and 18th Street crossover. Switches must be locked when not in use. Normal position of the 18th Street crossover is lined and locked for Highline and Hump 1 and must be returned to this position after use.

**Two-Way ETD Between Denver and Pueblo****1. Operation of End-of-Train Device**

Southward freight trains departing Palmer Lake must be equipped with a functioning HTD/ETD, on the lead locomotive in the consist and must test the two-way ETD by initiating an emergency application of the air brakes from the rear of the train using the two-way telemetry feature as follows:

After removing helper locomotive from the train:

- Couple the brake pipe on the rear car to the ETD and note brake pipe pressure on the ETD increases.
- Close the angle cock between ETD and rear car.
- Initiate an ETD rear car emergency from the lead locomotive.
- Note the brake pipe pressure on the ETD reduces to 0 psi.
- Open the angle cock between ETD and rear car. Note that brake pipe pressure on the ETD is being restored between ETD and rear car.

Record the date, time, and location the Generation Two ETD was applied and tested on the Signal Awareness Form.

**2. Dynamic Brake Requirements**

Before departing Denver or Pueblo, determine that the following minimum number of operative axles of dynamic brakes are available on all BNSF trains with more than 90 tons per operative brakes:

Number of Locomotives in Lead Consist	Minimum Number of Locomotives with Operative Dynamic Brake
5 Locomotives	4 Locomotives
4 Locomotives	3 Locomotives
3 Locomotives	2 Locomotives
2 Locomotives	All Locomotives

**Note:** Helper locomotives will assist trains not meeting this requirement southward between Denver and North Colorado Springs, and northward between North Colorado Springs and MP 724.

**3. Controlling Train Speed**

While maintaining authorized speed, if brake pipe reduction exceed 18 psi, train must be stopped immediately and secure the train before proceeding:

- Set one retainer in the high position for each 220 trailing tons.  
Note: A minimum of 20 retainers must be set. If train consist is less than 20 cars, set all retainers in the HP position.
- Recharge the train brake system.



- Southward trains operating with retainers set must stop before passing Colorado Springs (UP MP 76.6) and return retainers to the exhaust position.
- Northward trains operating with retainers set must stop and return retainers to the exhaust position before passing MP 724.

Freight trains operating between Palmer Lake and Pueblo experiencing air brake problems must STOP immediately using an emergency brake application, if necessary, and secure the train. The train must not proceed until the air brake system is repaired.

Southward trains between Palmer Lake and North Colorado Springs and Northward trains between Palmer Lake and MP 724 that exceed the maximum authorized speed by 5 MPH must STOP by using an emergency application of the brakes.

#### 4. Train Separation Instructions

If a train separation occurs between UP MP 51.5 and UP MP 65.3, comply with the following:

- Apply hand brakes to 75% of all cars not coupled to a locomotive consist.
- If locomotive brakes will not hold the train and it is necessary to recharge the air brake system, set required hand brakes to hold the train before attempting to release and recharge the air brake system.
- Make repairs or set out bad order equipment as necessary.

Note: Do not attempt to recouple train if trailing tonnage exceeds locomotive tonnage rating.

- After recoupling train, ensure required hand brakes remain applied while releasing and recharging the air brake system.
- After recharging the air brake system, make a service application to hold the train on the grade before releasing the hand brakes.

#### Location of Double Track Crossovers

Station	MP	Points	Turnout Speed
Littleton	8.9*	Facing	10
Big Lift	19.3*	Trailing	10
Sedalia	24.8*	Trailing	10
Buttes	643.8	Facing	10
	643.5	Trailing	10

#### Temperature Speed Restrictions

Subdiv	Hot Weather When temp. exceeds 100 degrees F	Location
	Freight	
Pikes Peak	40	Southward MP 620.1 to MP 626.6
	40	Southward MP 657.6 to MP 658.4
	40	Northward MP 686.3 to MP 688.3
	40	Southward MP 688.3 to MP 712.4
	40	Northward MP 712.8 to MP 726.1

#### 8. Line Segments

##### Road Line Segments

##### Line Segment Limits

7304 ..... South Denver to Pueblo Yard  
477 ..... 20th Street to South Denver

##### Yard Line Segments

##### Line Segment Limits

483 ..... Kountry Line

#### 9. Locations not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Southward Track			
Englewood	7.5	3,100	South
Military Jct.	8.2	6,330	South
Blakeland Spur	15.3		South
Acequia	17.0	4,200	South
Dupont Spur	20.6		South
Palmer Lake Spur	51.8	500	South
Tomah	700.2	1,650	South
Greenland	691.5	2,300	South
Nixon Spur	647.6	15,100	North
Henkel	638.4	1,200	South
Single Track			
Wood	56.2	1,250	South
Husted	62.0	720	North
Stadium (2)	63.3	3,200	South
Russina Spur	70.7	4,000	North
Manitou Branch	75.1	10,000	North
Drenan & Columbine Industrial Center (Joint UP & BNSF)	658.9	1,700	South
Fort Carson	659.9	7,000	North
Northward Track			
Pinon	104.7	700	North
Greenland	46.6	200	North
Larkspur	42.9	750	North
Castle Rock Spur	32.5	350	North
Santa Fe Park	724.5	3,000	Both

\*Joint UP and BNSF

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	<b>UP Denver Subdivision MAIN LINE STATIONS</b>		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Strn.	↑ EASTWARD
		09490	107.9	NORTH BRAGDON			CTC		0.9	
		09492	108.8	TAPP					9.4	
		09495	118.2	PUEBLO JCT.		M			0.3	
			118.5	BNSF MAIN TRACK RRX		M			0.9	
		09800	119.4	PUEBLO		BY			11.5	

**UP Train Dispatcher Phone Numbers—(800) 726-1178**

Northward UP trains originating Pueblo must secure BNSF track warrants, track bulletins and track condition messages from UP yard office and UP track warrants and track bulletins at the same location.

Northward BNSF trains originating Pueblo must secure BNSF track warrants, track bulletins and track condition messages from printer located in BNSF yard office at Pueblo.

Northward trains originating Pueblo must obtain permission to depart from Pueblo Tower ATM.

**Yard Limits—Pueblo (UP only)**

Length of Siding (Feet)	Station Nos.	Mile Post	Pueblo Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
	56700	554.9	LA JUNTA	BCPTY			4.9
	57120	559.8	SWINK				5.8
5,000	57140	565.6	ROCKY FORD		TWC		5.4
4,100	57145	571.0	VROMAN		ABS		3.5
5,400	57150	574.5	MANZANOLA				8.6
3,350	57155	583.1	FOWLER				8.5
		591.6	NA JCT.	J			7.0
	57160	598.6	BOONE				5.0
7,500	57165	603.6	AVONDALE	T			7.3
7,500	57180	610.9	BAXTER		CTC		6.9
		617.7	PUEBLO JCT.	M			1.2
	57200	619.5	PUEBLO YARD	BCT			64.1

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	SC	MC	CQS	EM-ER
La Junta to Pueblo Yard	36	2	3	4	5&7	9

# 1. Speed Regulations

## 1(A). Speed—Maximum

La Junta to Pueblo Jct. .... **Freight** 55 MPH.#  
# See System Special Instructions 1(C)

## 1(B). Speed—Permanent Restrictions

MP 555.7 to MP 556.1 ..... 40 MPH.  
MP 565.0 to MP 566.1 (HE Only) ..... 30 MPH.  
MP 586.3 to MP 587.8 ..... 50 MPH.  
MP 591.0 to MP 591.1 ..... 50 MPH.  
MP 597.3 to MP 598.6 ..... 40 MPH.  
MP 615.9 to MP 616.0 ..... 50 MPH.  
MP 617.2 to MP 617.4 ..... 25 MPH.  
MP 617.5 to MP 617.7 ..... 10 MPH.  
MP 617.7 Pueblo Jct. to MP 619.2 ..... 10 MPH.  
MP 619.2 to MP 619.5 ..... 20 MPH.

## 1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.  
La Junta—west end of freight lead (Long Tail) ..... 20 MPH.  
NA Jct.—Junction switch ..... 30 MPH.  
Avondale and Baxter—Both ends siding ..... 30 MPH.  
PuebloYard Highline—18th St. to North Pueblo (NWD MT) ..... 20 MPH.

## 1(D). Speed—Other—None

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

## 2. Bridge and Equipment Weight Restrictions—None

## 3. Type of Operation

**TWC**—in effect:

Between La Junta and NA Jct.

**CTC**—in effect:

On main track between NA Jct. and Pueblo Yard, and on sidings Avondale and Baxter.

**Yard Limits**—in effect:

La Junta ..... MP 553.9 to MP 557.8

## Manual Interlockings Not Controlled by BNSF

Location	Controlling Railroad
Pueblo Jct., MP 617.7	UP

## Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

## 4. General Code of Operating Rules Items—None

## 5. Trackside Warning Detector (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other FED locations  
MP 570.7 - Recall Code 8  
MP 595.1
- C. Other Detectors  
MP 557.5—High Water—Signals 5572 and 5561  
MP 612.5—High Water  
Controlled signal west end Baxter  
Signal 6142

## 6. FRA Excepted Track

### Pueblo Yard

0214 thru 0217, 0351, 0355 thru 0360, 0390 thru 0392, 0418, 0421 thru 0425, 0463 thru 0470, 0476, 0478, 0479, 0498

### Baxter

0223, 0224, 0226, 0227, 0229, 0231, 0232, 0233, 0235

### Avondale

0678, 0679, 0681 thru 0685

### Boone

0686

### Fowler

2802

### Manzanola

2002

### Rocky Ford

1101, 1112 thru 1115, and 1118

## 7. Special Conditions

**Pueblo Jct.**—When rules require communication with control operator, both UP and BNSF dispatchers must be contacted.

**Pueblo Jct.—NA Jct.**—BNSF and UP trains and engines will use joint trackage and will be governed by BNSF Timetable and Special Instructions.

**Pueblo**—Normal position of spring switch at north end of Hump 3 (0728) to Hump 2 (0727) is lined for Hump 3. Switch is protected by switch point indicator elevated on pole west Hump 2.

**Doane Products**—When required to switch Doane Products, CLIC 231, do not couple to cars until a member of crew has spoken with shift supervisor. In addition, a blue flag will be placed on the leading car. Do not couple to cars until blue flag is removed by Doane personnel.

**Rocky Ford**—When switching Western Sugar, all crews will use a 5 car handle to switch with unless train consist has a four-axle unit to use.

Western Sugar has installed gate 20 feet north of Chestnut Ave, Track 1112, entrance to the sugar company. Gate is equipped with BNSF switch lock and must be kept locked at all times.

Gate has 2 feet of clearance on both sides of the rail. Close clearance with person on side of car.

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

7357 ..... Pueblo Yard

7353 ..... La Junta Yard

**Road Line Segments**

**Line Segment Limits**

7304 ..... La Junta to Pueblo Yard

**9. Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet
Target Stores	610.4	2,424
Doane's Products	610.6	400
Pueblo Air Base	610.7	Yard
Baxter Beet Track	612.6	850
Economy Building Spur	615.1	400

Length of Siding (Feet)	Station Nos.	Mile Post	Spanish Peaks Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
	40924	208.3	TRINIDAD	B	CTC		12.2
7,735	40939	196.1	LUDLOW		TWC		6.4
8,078	40946	189.7	LYNN		ABS		9.6
7,851	40957	180.1	MAYNE				8.5
6,100	40965	171.6	WALSENBURG	JXR			16.9
	40981	154.7	LASCAR	X			11.2
	40993	143.5	CEDARWOOD	X			18.7
4,500	41013	124.8	SOUTHERN JCT.	JR	2MT		2.2
1,750	57190	122.6	MINNEQUA	R	TWC		1.4
		121.2	SALT CREEK JCT.	JRT			1.5
		119.7	PUEBLO JCT.	M			88.6

Radio Channel No. 66 in service Southern Jct. to Trinidad.

Radio Channel No. 70 in service Comanche Power Plant.

Radio Channel 36 in service Southern Jct. to Pueblo Yard.

Radio Call-In		
Trinidad-45(X)	Walsenburg-46(X)	Southern Jct.-47(X)
Emergency Call-911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

BNSF Dispatchers—Telephone (817) 234-6055,  
FAX (817) 234-6076.

UP Dispatchers—Telephone (303) 812-5881

## 1. Speed Regulations

### 1(A). Speed—Maximum

	Freight
MP 208.3 to Pueblo Jct. ....	49 MPH.

### 1(B). Speed—Permanent Restrictions

MP 208.3 to MP 197.9 .....	35 MPH.
MP 197.9 to MP 187.5 .....	45 MPH.
MP 187.5 to MP 173.4 .....	35 MPH.
MP 173.4 to MP 172.5 .....	25 MPH.
MP 172.5 to MP 170.8 .....	20 MPH.
MP 124.8 to MP 124.3 .....	10 MPH.
MP 124.8 to MP 124.3 MT 1 .....	10 MPH.
MP 121.9 to MP 124.3 MT 2 .....	10 MPH.
Southern Jct. to Pueblo Jct. ....	20 MPH.

### 1(C). Speed—Switches and Turnouts

Walsenburg—automatic switch .....	20 MPH.
Through turnouts and sidings at Lynn and Ludlow .....	35 MPH.
Mayne, through turnouts and siding .....	20 MPH.
Trinidad siding 1 and siding 2 and through turnouts .....	35 MPH.
Salt Creek Jct., Turnout .....	20 MPH.
Through turnouts and sidings at Lynn and Ludlow:	
Trains under 100 TOB .....	35 MPH.
Trains 100 TOB and over .....	25 MPH.
Trinidad siding 1 and siding 2 and through turnouts:	
Trains under 100 TOB .....	35 MPH.
Trains 100 TOB and over .....	25 MPH.

### 1(D). Speed—Other

Southern Jct. to Walsenburg (Eastward Track—UP) .....	30 MPH.
MP 124.7 Comanche Power Plant Lead to	
Comanche Power Plant .....	10 MPH.
All sidings not listed in 1(C) .....	10 MPH.
Item 1A. Applies to loaded or empty C6 hoppers.	

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

## 2. Bridge and Equipment Weight Restrictions

### Maximum Gross Weight of Car

Trinidad to Pueblo ..... 143 tons

**Comanche Power Plant**—ATSF locomotives will not clear the Dumper Building doors. All ATSF units must be set out on "E" track before proceeding through Dumper Door.

SP 1400 and 1500 Series cabooses should be handled in the rear-end service only, and if handled on other than rear-end, must not exceed 2,000 trailing tons behind caboose, due to underframe condition.

## 3. Type of Operation

**TWC**—in effect:

Trinidad to Pueblo

**CTC**—in effect:

Trinidad MP 205.99 to MP 208.3

Minnequa and Pueblo Jct. - MT 2

**ABS**—in effect:

Trinidad MP 205.99 to Walsenburg MP 171.74.

**Restricted Limits**—in effect:

**Walsenburg**—MP 171.74 (Eastward Begin ABS) to MP 169.7

**Southern Jct.**—Before entering into restricted limits, contact ATM Pueblo for instructions.

Southern Jct. MP 124.8 and Salt Creek Jct. MP 121.2 - MT 1

Southern Jct. MP 124.8 and Minnequa MP 122.6 - MT 2

**Pueblo Jct. and Southern Jct.**—2 MT in effect, MT 1 was called New Way MP 121.1 to MP 124.8 and MT 2 was called Old Way MP 121.1 to MP 124.8.

**Between Southern Jct. and Walsenburg**—Two Main Tracks in effect. When facing eastward timetable direction, the track to the right is the UP Main Track and the track to the left is the BNSF Main Track. The UP Main Track is dispatched by the UP and identified as the Eastward Main Track when issuing track warrant authority. The BNSF main track is dispatched by the BNSF and is identified as Main Track when issuing track warrant authority. BNSF Timetable, Special Instructions and Operating Rules apply on the UP Eastward Main Track.

### Manual Interlocking Not Controlled By BNSF—

Location ..... Controlling Railroad  
Pueblo Jct. MP 119.7 ..... UPRR

## 4. General Code of Operating Rules Items

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

## 5. Trackside Warning Detector (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other FED locations

MP 155.6—Recall Code 468

MP 184.7—Recall Code 458

## 6. FRA Excepted Track

**Minnequa**—501 through 513 and 520

## 7. Special Conditions

Spring switches may have different characteristics than normal high switches account of buffer. Exercise proper body mechanics when handling this and all switches.

**Spring Switches**—Following Spring Switches not equipped with facing point lock:

**Southern Jct.**—Crossover switch MP 124.8 lined for crossover and spring switch on UP lined for UP main track.

Siding extends from crossover to south end.

**Minnequa**—Track No. 4 extending between station sign and crossover south end of yard is the Minnequa siding off MT 2.

**Pueblo**—Eastward trains originating Pueblo must secure BNSF track warrant and track bulletins and UPRR track warrant and track bulletins prior to departure.

**Trinidad**—All trains must call Spanish Peaks Dispatcher for instructions. Eastward trains must receive instructions from Trinidad Dispatcher before passing MP 208.

Note: At Trinidad, length of siding 1 and siding 2 is 7500 feet.

**Faxing Delay Reports After Being Relieved Online**—The conductor is responsible for completing the appropriate parts of the delay report at the time they are accomplished. In situations where the conductor deadheads to the point of the final release, the final off duty time must be filled in upon arrival and faxed to the proper office in order for the BNSF to determine when the conductor can be next called for duty. Time spent in deadhead transportation to the point of release is not counted as on-duty or off-duty time.

#### Temperature Speed Restrictions

Subdiv	Hot Weather When temp. exceeds 90 degrees F		Cold Weather When temp. is -10 degrees or colder
	Freight		Freight
Spanish Peaks	30	Trains 100 tons O/B and over	30
	40	Freight trains up to 100 tons O/B	45
	40	Empty coal trains	45

#### Trinidad

Operation of BNSF electric switches on Raton Subdivision:

1. Authority must be received from BNSF dispatcher before operating switch.
2. After authority received, unlock and remove switch lock which will begin a timed five(5) minute delay.
3. After time delay expires, depress foot pedal to release hand throw lever and switch may be operated.

Automatic Switches by location includes both ends unless otherwise specified: Ludlow, Lynn, Mayne, and Walsenburg MP 171.7.

#### 8. Line Segments

##### Road Line Segments

##### Line Segment Limits

477 ..... Trinidad to Pueblo Jct.

#### 9. Locations Not Shown as Stations—None

Length of Siding (Feet)	Station Nos	Mile Post	Twin Peaks Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
	40788	452.9	TEXLINE	BY			1.2
	40790	454.2 347.2	SIXELA	Y			16.8
8,955	40807	330.4	ROYCE		TWC ABS		14.8
8,627	40825	315.6	GRENVILLE				15.5
8,363	40837	300.1	GRANDE				7.6
7,349	40844	292.5	DES MOINES				7.9
7,323	40854	284.5	FOLSOM				12.2
7,587	40865	272.3	ALPS				9.2
8,099	40874	263.1	BRANSON		CTC		11.8
8,527	40886	251.0	TRINCHERE				15.8
7,888	40903	235.2	BARELA				15.0
8,126	40917	220.2	BESHOAR				8.9
	40924	208.3	TRINIDAD	B			136.7

Radio Channel No. 70 in service Texline to Beshoar.

Radio Channel No. 66 in service at Trinidad Yard to Beshoar.

Radio Call-In		
Mt. Dora-41(X)	Des Moines-42(X)	Trinchere-43(X)
Trinidad-45(X)		
Emergency Call-911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Dispatcher Phone Number-(817) 234-6055, Fax (817) 234-6076

## 1. Speed Regulations

### 1(A). Speed—Maximum

	Freight
Texline to Trinidad .....	50 MPH.
Trains 100 TOB and over .....	50 MPH.

### 1(B). Speed—Permanent Restrictions

Texline to MP 297.0 .....	50 MPH.
MP 347.2 to MP 338.4 .....	50 MPH.
MP 337.5 to MP 297.0 .....	50 MPH.
MP 297.0 to MP 287.7 .....	40 MPH.
MP 287.7 to MP 282.0 .....	35 MPH.
MP 282.0 to MP 280.7 .....	25 MPH.
MP 280.7 to MP 274.4 .....	35 MPH.
MP 274.4 to MP 273.1 .....	25 MPH.
MP 273.1 to MP 208.3 .....	35 MPH.

### 1(C). Speed—Switches and Turnouts

Through turnouts and sidings at Grenville, Des Moines, Alps, Trinchere, Beshoar, and Trinidad Siding 1 and Trinidad Siding 2	
Train under 100 TOB .....	35 MPH.
Trains 100 TOB and over .....	25 MPH.
Folsom Siding for westward movement	
Trains under 100 TOB .....	35 MPH.
Trains 100 TOB and over .....	25 MPH.

### 1(D). Speed—Other

All sidings not listed in 1(C) .....	10 MPH.
Item 1A applies to loaded or empty C6 Hoppers	

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

## 2. Bridge and Equipment Weight Restrictions

### Maximum Gross Weight of Car:

Texline to Trinidad .....	143 tons
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## 3. Type of Operation

**TWC**—in effect:

Texline to Des Moines

**ABS**—in effect:

Texline to Des Moines

**CTC**—in effect:

Des Moines to Trinidad MP 208.3.

**Yard Limits**—in effect:

Texline MP 452.4 to MP 454.2

## 4. General Code of Operating Rules Items

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

## 5. Trackside Warning Detector (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other FED locations

MP 217.6—Recall Code 458 (Channel 66)

MP 245.1—Recall Code 438

MP 267.0—Recall Code 437

MP 290.1—Recall Code 428

MP 319.0—Recall Code 418

## 6. FRA Excepted Track—None

## 7. Special Conditions

**Twin Mountain Industry**—track has an overhead clearance of 16 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When conveyor belt is in loading position, it has a clearance of 13 feet from top of rail. The load tracks have an overhead clearance of 15 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When Conveyor belt is in loading position, it has a clearance of 12 feet 6 inches from top of rail.

**Texline**—All westbound trains will be required to use the push button on the signal post at beginning ABS for any route departing Texline at MP 347.2.

Automatic switches by location includes both ends unless otherwise specified: Grande, Grenville, Royce.

**Trinidad**—All trains must call Trinidad Dispatcher for instructions from Trinidad Dispatcher before fouling Brick Yard Crossing.

**Faxing Delay Reports After Being Relieved Online**—The conductor is responsible for completing the appropriate parts of the delay report at the time they are accomplished. In situations where the conductor deadheads to the point of the final release, the final off duty time must be filled in upon arrival and faxed to the proper office in order for the BNSF to determine when the conductor can be next called for duty. Time spent in deadhead transportation to the point of release is not counted as on duty or off duty time.

## Temperature Speed Restrictions

Subdiv	Hot Weather When temp. exceeds 90 degrees F			Cold Weather When temp. is -10 degrees F or colder	
	Freight	Pass		Freight	Pass
Twin Peaks	30		Trains 100 tons O/B and over	30	
	45		Freight trains up to 100 tons O/B	45	
	45		Empty coal trains	45	

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

485 ..... Texline to Sixela

477 ..... Sixela to Trinidad

**9. Locations not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
40799 Clayton	8.6 west of Sixela	30	Both



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**GCOR and MWOR Rule 15.2A—Verbal Permission:**

When granting verbal permission, use the following words:

"Foreman (name) (of Gang No.) using track bulletin no. \_\_\_\_ line no. \_\_\_\_ between MP \_\_\_\_ and MP \_\_\_\_ on \_\_\_\_ Subdivision."

1. To permit a train to pass a red flag (or light) without stopping, add the following:  
"Unless otherwise restricted, (train) may pass red flag or light located at MP \_\_\_\_ without stopping." (Specify track if necessary.) Unless otherwise restricted, the train may pass the red flag or light at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add the following:  
"Unless otherwise restricted, (train) may proceed through the limits at \_\_\_\_ MPH (or at maximum authorized speed)." (Specify track if necessary.) The train may move through the limits at the speed specified, unless otherwise restricted.
3. To require a train to move at restricted speed, but less than 20 MPH, add the following:  
"Unless otherwise restricted, (train) must proceed at restricted speed but not exceeding \_\_\_\_ MPH." (Specify distance and track if necessary.) Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.
4. To permit a train to move at a higher speed after receiving permission to pass a red flag or light at specific speed for a specific distance, add the following:  
"Unless otherwise restricted, (train) may pass red flag (or light) located at MP \_\_\_\_ (without stopping) at \_\_\_\_ MPH until the entire train has passed MP \_\_\_\_\_. You may then proceed at (higher speed) MPH (or at maximum authorized speed)." (Specify track if necessary.) Only one additional speed can be given. It must be higher than the speed permitted by the red flag or light, and the speed will extend to the end of the Form B limits, unless otherwise restricted.

**Speed Tables**

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9