



---

---

# **Denver Division**

---

---

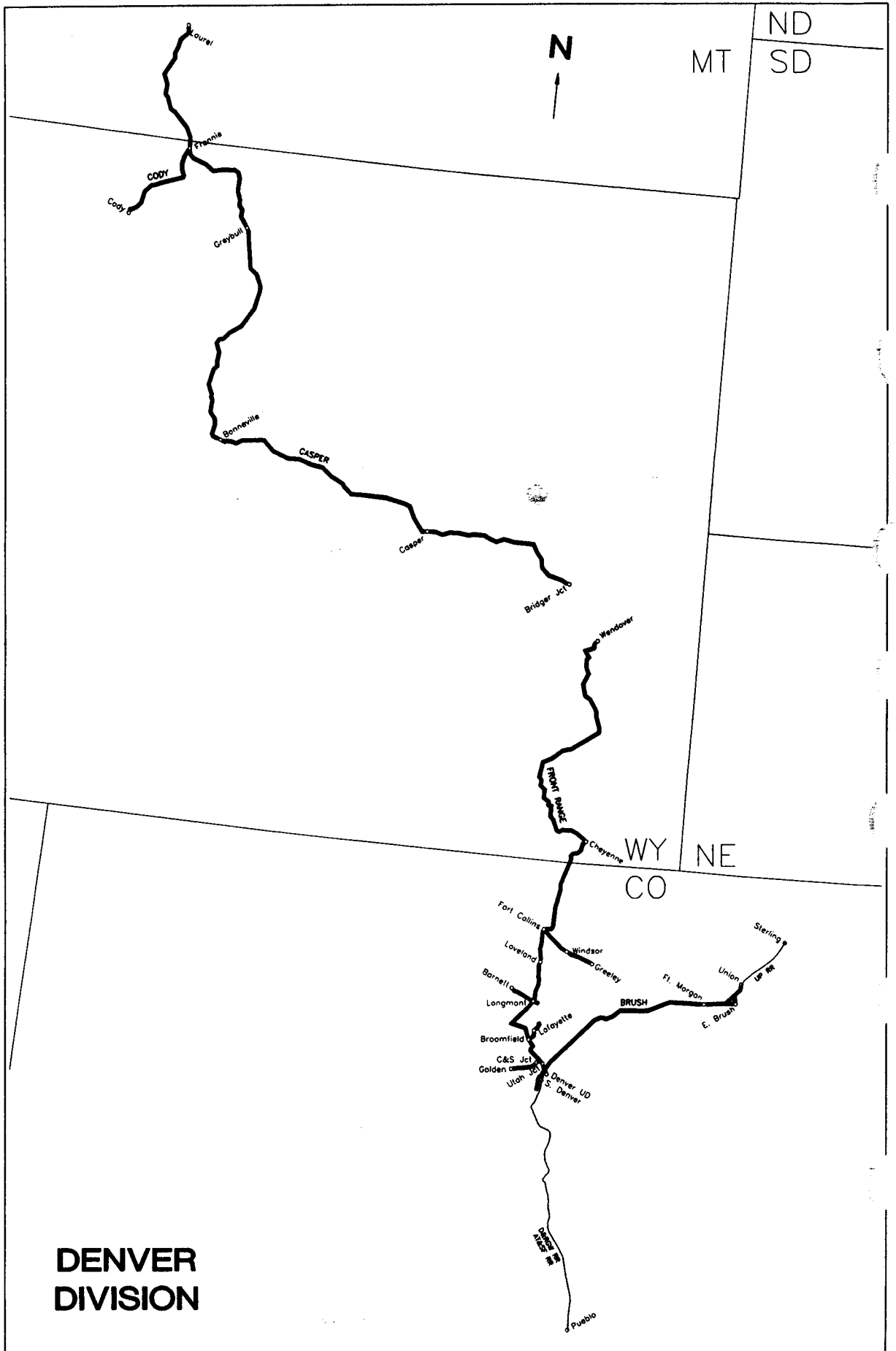
## **Timetable No. 2**

**IN EFFECT AT 0001  
Mountain Continental Time**

**Sunday October 30, 1994**

**Division Superintendent  
M.A. KOTTER  
Denver, CO  
480-6221**

**See Back Cover for Division Operating Supervisor's Names, Locations  
and Phone numbers**



WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Casper Subdiv MAIN LINE STATIONS			Distance from Bridge Jct.	↑ EAST WARD
						Rule 4.3 Oper				
				133.2		BRIDGER JCT	J	CTC	0.0	
	5,628	32167		134.4		1.2 ORIN			1.2	
	3,750	32182		148.8		14.4 DOUGLAS			15.6	
	5,490	32192		158.6		9.8 RICHARDS			25.4	
	4,075	32205		171.5		12.9 CLAYTON			38.3	
	5,492	32212		178.2		6.7 GLENROCK			45.0	
		32236		202.2		24.0 CASPER	BKY		69.0	
	5,726	32247		213.0		11.1 BISHOP			80.1	
	4,100	32257		223.9		10.6 BUCKNUM			90.7	
	7,990	32275		241.5		17.6 POWDER RIVER			108.3	
	6,600	32294		260.4		19.0 ARMINTO			127.3	
	3,660	32307		273.8		13.5 MADDEN			140.8	
	6,402	32325		290.4		17.2 GATE			158.0	
		32338		303.9		13.4 SHOBON	JY		171.4	
	7,520	32339		304.0		0.5 BONNEVILLE	Y		171.9	
	5,027	32349		314.7		10.8 PIPER			182.7	
	4,345	32358		323.2		8.0 DORNICK			190.7	
	2,687	32366		331.7		8.7 MINNESELA		TWC	199.4	
	4,750	32370	5	336.0		4.4 THERMOPOLIS			203.8	
	3,090	32377		343.1		7.1 LUCERNE			210.9	
	3,622	32382		348.0		4.9 KIRBY			215.8	
	3,650	32394		359.9		11.8 PULLIAM			227.6	
	2,565	32403		368.4		8.5 WORLAND			236.1	
	1,082	32411		376.7		7.8 DURKEE			243.9	
	3,464	32422		387.2		11.1 MANDERSON			255.0	
	3,078	32431		396.2		8.9 BASIN			263.9	
	2,534	32438		403.9		7.8 GREYBULL	BKY		271.7	
	4,192	32450		415.3		11.5 SPENCE			283.2	
	3,696	32456		422.0		6.6 HIMES			289.8	
	7,200	32466		431.7		9.8 KANE			299.6	
	4,894	32476		441.7		9.9 LOVELL			309.5	
	4,440	32481		447.2		5.4 COWLEY			314.9	
	4,075	32487		452.9		5.8 DEAVER			320.7	
	4,780	32493		458.9		6.3 FRANNIE	JT		327.0	
	1,890	32500		465.2		6.1 WARREN			333.1	
	5,613	32511		476.1		10.8 WADE			343.9	
	2,323	32521		486.8		10.7 EAST BRIDGER			354.6	
	5,000	32528		493.7		6.9 FROMBERG			361.5	
	5,291	32541		506.1		12.4 SILESIA		TWC	373.9	
		30855		515.6		9.5 LAUREL	JY		383.4	

AAR Radio channel 70 in service Bridger Jct to Casper  
 AAR Radio channel 78 in service Casper to Laurel  
 AAR Radio Channel 66 in service In Casper and Greybull Yards  
 Dispatcher Radio Mobile Calls—Douglas—61, Glenrock—64, Casper—53,  
 Powder River—46, Armino—57, Dornick—54, Thermopolls—59 Copper MT.—51,  
 Worland—56, Greybull—58 Sheep Mountain—52, Himes—52, Frannie—50, Laurel—53.

Train Dispatcher Phone Numbers— Mon —Fri: 0630–1430— (817) 234–6053,  
 Mon —Fri: 1430–0630 and 24 hrs. Sat & Sun— (817) 234–6051  
 Bridger Jct to Casper Dispatcher—(817) 234–6054

1. Maximum Speeds Permitted —	Freight
Bridger Jct. to Laurel .....	49 MPH.
Trains 100 tons O/B and Over .....	49 MPH.
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 498.1 to MP 498.4 .....	40 MPH.
MP 501.4 to MP 501.6 .....	30 MPH.
All sidings .....	10 MPH.
Loaded unit trains through sidings .....	5 MPH.

Item 1 A, All Subdivisions 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:

Bridger to Laurel ..... 136 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.

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 Operations—

TWC— TWC is in effect: Bridger Jct to Laurel.

Casper to Bridger Jct—Track warrant will be recieved at Casper over the signature of the train dispatcher at Alliance for movement at Bridger Jct on the Canyon Subdivision.

CTC— In effect at Bridger Jct

Yard Limits —in effect:

MP 196.4 to MP 204.4

MP 303.6 to MP 306.0

MP 402.6 to MP 406.5

MP 514.2 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—

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 Failed Equipment Detector(FED)–****A. Protecting Bridges, Tunnels or Other Structures: NONE****B. Other FED locations:**

Douglas ..... MP 153.5

**6. FRA Excepted Track– NONE****7. Special Conditions–**

**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.

080 empty coal trains will receive an initial terminal air brake test.

**Casper–** Crossing protection at West Yellowstone highway on CNW transfer track 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.

**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.

**Temperature Speed Restrictions–**

**Hot Weather–** When temperature exceeds 90 degrees fahrenheit do not exceed the following speeds:

Trains 100 tons O/B and over ..... 30 MPH.

Trains up to 100 tons O/B ..... 45 MPH.

**Cold Weather–** When temperature is –10 degrees fahrenheit or colder do not exceed the following speeds:

Trains 100 tons O/B and over ..... 30 MPH.

Trains up to 100 tons O/B ..... 45 MPH.

**8. Other Line Segments–****Yard Line Segments–**

<u>Line Segment</u>	<u>Yard</u>
717	Greybull
894	Casper

**9. Locations not Shown as Stations--**

Name		Miles--Location	Capacity Cars	Switch Opens
32187	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
32289	Sodium	11.3 west of Bucknam	10	East
32318	Lysite	10.1 west of Madden	25	East
32370	Thermopolis Trk. So. Siding	Thermopolis	70	Both
32388	Chatham	5.5 west of Kirby	24	East
32400	Geddes	5.3 west of Pulliam	17	West
32403	Worland So. 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	112	Both
32446	Stucco	7.7 west of Greybull	50	Both
32468	Barold	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 So. House Trk.	Lovell	35	Both
32479	Sage Creek Spur	2.4 west of Lovell	9	East
	Wyoming Lime Company	1.5 East of Frannie	12	East
32493	Frannie No. Siding	Fannie	56	Both
32500	Warren So. Pass	Warren	59	Both
32523	Fromberg House Trk.	Fromberg	40	Both
32534	Edgar No. Trk.	5.9 West of Fromberg	45	West
32534	Edgar So. Trk.	5.9 West of Fromberg	34	West

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Front Range Subdlv MAIN LINE STATIONS			Distance from Denver U.D.	EAST WARD ↑
					Trk	Rule 4.3 Oper			
		41137	476	0.0	DENVER UD	BJK	Rule 6.28	0.0	
				0.8	23rd STREET	AJ		0.8	
	84301			1.0	PROSPECT JCT	JXY	CTC	1.0	
	41140			3.4	UTAH JCT	IJY		3.4	
	41141			4.5	CLEAR CREEK	TY		4.5	
8,976	41151			14.0	BROOMFIELD	J		14.0	
					To Lafayette 7.7				
3,948	41168			27.3	BOULDER	Y		27.3	
4,449	41180			43.6	LONGMONT	BJTY		40.3	
					To Barnett 9.0				
1,920	41186			49.2	HIGHLAND			46.0	
4,079	41197			60.7	LOVELAND			57.4	
					FT. COLLINS				
	41211			74.4	To Greeley 24.8	JTUY		71.1	
7,295	41213			76.5	NORTH YARD	BKY		73.3	
7,216	41228			91.7	OWL CANYON			88.4	
	41233			96.7	PLATTE RIVER JCT	J	TWC	93.4	
4,988	41236			99.6	NORFOLK			96.4	
3,942	41249			113.0	SPEER			109.7	
	41256			119.4	CHEYENNE	BKTY		116.1	
8,562	41276			138.8	FEDERAL			135.8	
3,921	41289			152.4	HORSE CREEK			149.1	
4,634	41294			157.0	ALTUS			153.7	
4,011	41307			170.0	LAMBERT			166.8	
8,182	41325			188.7	CHUGWATER			185.4	
3,942	41339			202.6	BORDEAUX			199.3	
5,832	41351			214.3	WHEATLAND	B		211.2	
	41357			220.5	MOBA JCT	J		217.2	
4,660	41367			230.6	DWYER			227.7	
8,235	32137			240.8	WENDOVER	JTY		237.5	

AAR Radio Channel 70 in service on this Subdivision.

AAR Radio Channels 79 and 66 in service at Denver Yard.

AAR Radio Channel 66 in service within Ft. Collins Yard limits.

Train Dispatcher Mobile Call In—Longmont—31, Berthoud—32, Ft. Collins—43,  
Cheyenne—34, Horse Creek—35, Chugwater—36, Wheatland—37 and Wendover—38.

Dispatchers Phone Number: (817) 234-6054

1. Maximum Speeds Permitted	Freight
Denver UD to Wendover .....	49 MPH.
Trains 100 tons O/B and over .....	49 MPH.
All Sidings .....	10 MPH.
Through Denver Union Terminal Limits .....	10 MPH.
Denver Union Station to Utah Jct Main Track .....	10 MPH.

Westward passenger trains Denver Union Terminal to Propect Jct .....	15 MPH.
MP 13.7 to MP 26.2 .....	30 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.
All coal trains through Main Track Switch at MOBA .....	10 MPH.
East Leg of Wye Wendover .....	10 MPH.
<b>Broomfield and Lafayette</b> .....	10 MPH.
<b>Longmont and Barnett</b> .....	10 MPH.
<b>Ft. Collins and Greeley</b> .....	20 MPH.

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

## 2. Bridge and Equipment Weight Restrictions—

### Maximum Gross Weight of Car:

Denver UD to Wendover .....	143 tons
Burns Jct to Lafayette .....	131.5 tons
Longmont to Barnett .....	131.5 tons
West Side Line .....	134 tons
Ft Collins to Greeley .....	134 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.

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

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

Six axle derricks not permitted between Broomfield and Lafayette or between Longmont & Barnett.

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

## 3. Type of Operations—

TWC— is in effect: Utah Jct to Wendover.

**Cheyenne to Wendover**—Track warrant will be recieved at Cheyenne over the signature of the train dispatcher at Alliance.

CTC— is in effect: At Prospect Jct

### Yard Limits —in effect:

Prospect Jct to MP 6.5
MP 25.2 to MP 32.1.
MP 41.3 to MP 45.8.
MP 72.8 to MP 80.2.
MP 117.6 to MP 122.6
MP 238.0 to MP 240.7

Yard limits are in effect between , Broomfield and Lafayette, Longmont and Barnett, Ft. Collins and Greeley.

**Rule 6.28**—in effect between Denver UD and Prospect Jct.



**Denver**— Train and engine movements between 23rd Street and 20th Street and between Walnut Street and South Denver (on Brush Sub.) will be governed by Rule 6.13 under the direction of the Yardmaster at 31st Street. Train and engine movements between Walnut Street and 20th Street will be governed by rules applicable in CTC under control of the operator at 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 Rennix)

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

#### 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—**

**Wendover** : Normal position of main track switches DOES NOT APPLY 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.

**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.

**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.

#### 5. Trackside Failed Equipment Detector(FED)—

A. Protecting Bridges, Tunnels or Other Structures: NONE

B. Other FED locations: NONE

#### 6. FRA Excepted Track—See GCOR Rule 6.12.

Lyons Branch, Lafayette Branch and East Yard at Longmont, Black Hollow—At North yard, West Side line between Prospect and 20th street.

#### 7. Special Conditions—

##### **Handling 80 Feet or Longer Cars—**

See All Subdivisions Items 2A and 3A.

During either throttling or braking trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations.

To avoid creating such conditions, following restrictions are in effect:

##### **Between Wendover and Cheyenne, between Boulder and Broomfield—**

Trains of greater than 5900 trailing tons must handle empty cars 80 feet and longer in the rear 5900 tons.

Trains of greater than 9100 tons must handle loaded cars 80 feet and longer in the last 9100 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

In applying restrictions in this item, the following 80 feet or longer cars must be regarded the same as an empty 80 feet or longer car:

Cars weighing less than 50 ton, gross weight

Flat cars with 1 loaded trailer

Flat cars with empty trailers

Flat cars with either loaded or empty containers.

**Denver—Close Clearance at Diesel Facility Fueling Track.**

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 washrack crossover. 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.

**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 trains cross over Prospect Jct to West Side Line (Belt). SP CTC Rules are in effect.

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

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

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

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

Switches for the Wye Bridge off New Main No. 1 toward Prospect Jct will be left lined for the Wye.

**Western Paving—** With regard to the signal light 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.

At 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.

**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.

**Fort Collins**— On Greeley branch at MP 74.6 at College Ave. and Highway 287, official traffic control devices in service. Train movement will be governed by green light indication. If the green light indication is not conveyed in five (5) minutes, the movement must be preceded by flagman. Highway circuit activation is seventy (70) feet in advance of the official traffic control signals.

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

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

**Wendover**—Unless it is known that an initial terminal air test will be performed at Guernsey all 071 empty coal trains will receive a 1,000 mile air brake test.

All MOBA (071/070) and Dave Johnson sets (81/80) will go to the house at Guernsey on the empty side of their cycle; after two round trips for tenderless sets and after four round trips for tendered sets. NO EXCEPTIONS.

Communication is imperative to make this work. The dispatching offices, Guernsey Diesel shop and the Guernsey Yardmasters will need to work together and leave written messages as necessary to ensure timely service trips to the house are made with this power.

**Between Denver and Wendover**—When high wind warnings are in effect and gusts in excess of 60 MPH, conductors arrange with train dispatcher to set out empty auto racks and TOFC flats carrying empty trailers or containers.

**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.

Engineers should use small amounts of independent brake cylinder pressure to control slack.

AT121 empty coal trains will receive a 1,000 mile air brake test.

**Lafayette Branch**—Switch point Derail MP 17.8. Normal position will be in the Derailing position, except when in use.

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.

**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.

**Greeley**— Trains, engines or cars moving over any street or avenue must not exceed a speed of 10 MPH when engine in forward motion and a speed of 5 MPH when in backward motion or when cars are shoved ahead of engine.

All forward and back up movements over 14th, 11th and 9th Avenue, and 13th, 8th and 5th Street crossings will be preceded by a member of train crew, who will protect crossing.

**Temperature Speed Restrictions—**

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

Trains 100 tons O/B and over ..... 30 MPH.

Trains up to 100 tons O/B ..... 45 MPH.

**Cold Weather**—When temperature is -10 degrees fahrenheit or colder do not exceed the following speeds:

Trains 100 tons O/B and over ..... 30 MPH.

Trains up to 100 tons O/B ..... 45 MPH.

**8. Other Line Segments—****Yard Line Segments—**

Line Segment	Yard
494	Denver West Side Line
496	Jersey Cut Off
903	Prospect Jct

**Other Road Line Segments—**

Line Segment	Limits	Mileposts
179	Burns Jct.—Lafayette	14.9 to 26.0
179	Longmont—Barnett	35.6 to 47.2
481	Ft. Collins—Greeley	74.4 to 98.8
495	Black Hollow Jct.—Black Hollow	77.1 to 79.5

**9. Locations not Shown as Stations—**

Name	Miles—Location	Capacity Cars	Switch Opens
<b>On the Front Range Sub</b>			
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
<b>To Lafayette</b>			
84315 Burns Jct.	1.3 west of Broomfield		
84322 Lafayette	7.7 west of Broomfield	23	Both
<b>On the Front Range Sub</b>			
41155 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
<b>To Barnett</b>			
84344 Western Spur	6.5 west of Longmont	40	Both
84347 Medberry	7.7 west of Longmont		
84347 Barnett	9.0 west of Longmont		
<b>On the Front Range Sub</b>			
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
<b>To Greeley</b>			
89507 Puregrow	6.3 west of Ft. Collins	8	East
89512 Windsor	19.4 west of Ft. Collins	10	Both
89515 Kodak	21.8 west of Ft. Collins	34	West
89519 Farmers	26.3 west of Ft. Collins	20	Both
89525 Greeley	31.7 west of Ft. Collins	30	Both

Name		Miles-Location	Capacity Cars	Switch Opens
<b>On the Front Range Sub</b>				
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	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

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Brush Subdiv MAIN LINE STATIONS			Distance from Sterling	EASTWARD
					Trk	Rule 4.3 Oper			
		84081	21	115.1		STERLING BJKTY	23.5	0.0	
UP TRACK BETWEEN STERLING AND UNION WILL BE DISPATCHED BY BN TRAIN DISPATCHERS. BN RULES AND UP TIMETABLE GOVERN.									
		84105	21	138.6		UNION J		23.5	
	7,376	84109		141.2		NEW HILLROSE		26.1	
				148.0		BRUSH JCT JT		32.9	
			2			To East Brush .9			
						2.0			
	N7,308	20891		150.0		BRUSH CENTER BJKT			
	S7,112			454.9		to East Brush 1.7		34.9	
				456.5		1.5			
				456.5		WEST BRUSH		36.4	
		20894		458.0		PAWNEE JCT J		37.9	
	6,220	20900		464.3		FT. MORGAN		44.4	
	7,920	20904		468.5		BIJOU		48.5	
	7,012	20915		478.9		WIGGINS	CTC	59.0	
	7,133	20924		489.1		CREST		69.1	
	7,048	20932		495.7		ROGGEN		75.4	
	7,101	20941		505.4		KEENESBURG		85.3	
	6,146	20949		513.0		HUDSON		92.9	
	7,191	20954		518.5		TONVILLE		98.4	
	7,613	20960	135	524.5		BARR		104.4	
	7,656	20968		531.7		IRONDALE		111.8	
		20973		536.9		SAND CREEK I		116.7	
		20977	477	541.2		31st ST. YARD BKT		121.0	
				541.5		23rd STREET AJY	6.28	121.3	
				542.1	2MT	20th STREET JXY		121.9	
				1.2		WALNUT STREET XY	CTC	123.4	
				2.2		SOUTH PARK JCT JXY		124.1	
		41134		4.2		SOUTH DENVER IY		126.0	
BETWEEN PUEBLO AND SOUTH DENVER ATSF TIMETABLE & SP TIMETABLE GOVERN.									
		41020	477	118.5		PUEBLO J		240.4	

AAR Radio Channel 66 In service on this Subdivision.

AAR Radio Channel 79 In service at Denver Yard.

Train Dispatcher Mobile Call In: Culbertson – 21, Benkleman – 22, Wray – 23, Yuma – 24, Akron – 25, Merino – 20, Brush – 26, Wiggins – 27, Keenesburg – 28 and Barr – 29.

Train Dispatcher Phone Number – (817) 234-6052

<b>1. Maximum Speeds Permitted –</b>	<b>Passenger</b>	<b>Freight</b>
<b>Union to South Denver</b> .....		<b>60 MPH.</b>
Trains 100 Ton O/B and over .....		50 MPH.
Empty coal trains .....		60 MPH.
Union turnout .....		15 MPH.
New Hillrose—Through turnouts and on sidings .....		35 MPH.
MP 149.5 to MP 149.9 .....		20 MPH.
East Brush to South Denver .....	79 MPH.	
East Brush to Brush Jct .....	25 MPH.	25 MPH.
Crossover switch MP 150.0		
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.	
MP 535.3 to MP 537.2 (Eastward trains head-end only		
at MP 535.3) .....	40 MPH.	40 MPH.
Over UP crossing MP 537.3 .....	30 MPH.	30 MPH.
MP 537.4 to signal MP 539.7 .....	40 MPH.	30 MPH.
Signal MP 539.7 to signal MP 541.2 .....	30 MPH.	20 MPH.
Signal 541.2 to 23rd Street Crossover MP 541.5 .....	10 MPH.	10 MPH.
Signal MP 541.5 to MP 4.2—MT 1 and MT 2 .....	20 MPH.	20 MPH.
Through turnouts off main track, coal 1 and 2 to south lead at		
38th Street .....	20 MPH.	20 MPH.
Through Denver Union Terminal Limits .....	10 MPH.	10 MPH.
Eastward passenger trains Denver Union Terminal to 31st Street		
yard via passenger lead .....	15 MPH.	
All Crossovers between 31st Street and South Denver .....	10 MPH.	10 MPH.
Trains departing sidings on a proceed signal indication, only after		
engine has passed signal .....	35 MPH.	35 MPH.
Through turnout East Bijou .....	25 MPH.	25 MPH.
On siding Ft. Morgan .....	10 MPH.	10 MPH.
Bridges 541.28, 541.28A & B, cars heavier than 134 tons .....		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:**

Sterling to South Denver .....	143 tons
South Park Jct to Sheridan .....	131.5 tons
Market Street Line .....	131.5 tons
Jersey Cutoff .....	131.5 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) may operate only between Sterling and South Denver.

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

**Sterling—Welsh** elevator, Caboose track, Dago No. 1, and Dago No. 2

**Brush Center—Oil** track

**Moseley—Stock** track

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

**Denver—Market** Industries

## **3. Type of Operations—**

**TWC—** is in effect:

UP MP 59.1 at Sterling to CTC Union.

**CTC—**in effect:

Union to 31st Street Yard

MP 542.1 to MP 1.2

**Yard Limits —**in effect:

BN MP 112.2 to UP MP 59.1

MP 541.5 to MP 4.2

Train and engine movement between 23rd Street and 20th Street and between Walnut Street and South Denver (on Brush Sub.) will be governed by Rule 6.13 under the direction of

Yardmaster at 31st Street. Train and engine movements between Walnut Street and 20th Street will be governed by rules applicable in CTC under control of the operator at 31st Street

**Rule 6.28**—In effect between 31st Street and 23rd Street and between 31st Street and Denver UD. All movements between Denver UD and 31st Street (MP 541.2) will be under the direction of the yardmaster at 31st Street..

**Two Main Track—**

Between 23rd St. and South Denver.

Two (2) Main Tracks will be in service from 23rd Street to MP 4.2, South Denver. West Main Track will be designated as Main Track 1 outbound and East Main Track will be designated as Main Track 2 inbound.

**Sterling**— Westward BN 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.

Eastward BN 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 fouling the limits of the switch at Union.

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

When the westbound absolute signal at MP 149.9 displays an aspect of lunar over red over red, Signal Rule 9.1.13 applies—proceed at restricted speed.

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

**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 at the Chestnut Street switch located at MP 57.5 on Union Pacific Railroad. This switch may be left lined as last used; however, switch must be locked. Trains must approach this switch expecting to find it lined against movement.

**Rule 10.2—**

Roggen— East end and West end of Elevator Track.  
Eno— MP 529.4

**5. Trackside Failed Equipment Detector(FED)—**

A. Protecting Bridges, Tunnels or Other Structures: NONE

B. Other FED locations:

Bijou ..... MP 470.7  
Roggen ..... MP 494.1  
Barr ..... MP 521.9

**6. FRA Excepted Track—See GCOR Rule 6.12.**

Market Street Line between York Street to MP 6.15; Park Lead, Park Yard and 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.

**7. Special Conditions—**

**Sterling**—Trains entering UP main track from BN main track at Chestnut Street switch just west of MP 115.1 must verify crossing gates are down before proceeding.

**Union**— The normal position for the switch will be lined and locked for BN trackage. Diverging route signal has been installed for movement eastward onto the UP.

**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 cross interlocking from UP operator through BN operator at 31st Street.

**Local crossing ordinance**—Ladora— member of crew will protect switching movements over Colorado Highway 2.

**Denver**— All trains and engines at highways or street intersections with railroad tracks, where official traffic control devices are installed, must move into the intersection or highway only on clear (green light) traffic signal.

Close Clearance at Diesel Facility Fueling track.

**Temperature Speed Restrictions—**

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

Trains 100 tons O/B and over ..... 30 MPH.  
 Trains up to 100 tons O/B ..... 45 MPH.  
 Passenger trains ..... 60 MPH.

**Cold Weather**—When temperature is -10 degrees fahrenheit or colder do not exceed the following speeds:

Trains 100 tons O/B and over ..... 30 MPH.  
 Trains up to 100 tons O/B ..... 45 MPH.  
 Passenger trains ..... 60 MPH.

**8. Other Line Segments—**

**Yard Line Segments—**

Line Segment	Yard
483	South Park Jct.—Sheridan (Kountry Line)
496	Jersey Cut Off
901	38th to 31st Street
904	Market Street Line
907	Sterling
908	Brush

**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	Both
20901 Ft. Morgan Sugar Factory	Fort Morgan		East
20949 Rocky Mt. Rail Car	.8 east of Hudson		Both
20966 Eno	5.0 west of Barr	11	West
20970 Ladora	2.5 west of Irondale	27	West
20971 Commerce City	3.5 west of Irondale	35	East

WEST WARD ↓					Cody Subdiv <b>BRANCH LINE</b> STATIONS					↑ EAST WARD D
	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 4.3 Oper			Distance from Frannie	
		32493	330	0.8		FRANNIE	JT	TWC	0.0	
	1,668	86514		14.5		14.5 GARLAND			14.5	
	1,742	86519		19.5		5.0 POWELL			19.5	
	1,911	86525		25.5		6.0 RALSTON			25.5	
		86542		42.7		16.9 CODY	BKTY		42.4	

**AAR Radio Channel 78 in service on this Subdivision.  
Dispatcher Radio Mobile Call – Frannie – 55\***

**Train Dispatcher Phone Numbers– Mon –Fri: 0630–1430– (817) 234–6053,  
Mon –Fri: 1430–0630 and 24 hrs. Sat & Sun– (817) 234–6051**

- 1. Maximum Speeds Permitted** **Freight**
- Frannie to Cody ..... **25 MPH.**
- Powell–Leading car or engine over Main Street
- Crossing ..... **10 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

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) 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.

- 3. Type of Operations–**

TWC is in effect: Frannie to Cody.

**Yard Limits –**in effect:

MP 40.6 to MP 42.7

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

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

- 5. Trackside Failed Equipment Detector(FED)–**

**A. Protecting Bridges, Tunnels or Other Structures:** NONE

**B. Other FED locations:** NONE

- 6. FRA Excepted Track–** NONE

- 7. Special Conditions–**

**Cody–** Cars over 50 feet can not be turned on Wye.

- 8. Other Line Segments–**NONE

- 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

WEST WARD ↓					Golden Subdiv <b>BRANCH LINE</b> <b>STATIONS</b>				Distance from Prospect Jct	↑ EAST WARD D	
	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 4.3 Oper					
		84301	<b>476</b>	1.0		PROSPECT JCT	JY	CTC	0.0		
						3.8					
BETWEEN PROSPECT JCT AND C&S JCT, BN TRAINS AND ENGINES OPERATE OVER SP TRACKS AND ARE GOVERNED BY RULES AND TIMETABLE OF SP											
				4.9		C & S JCT	JY		3.8		
						6.7					
		89311	<b>482</b>	11.8		TERRILL	Y		10.5		
						4.8					
		89316		14.4		GOLDEN	Y		15.3		

**AAR Radio Channel 70 in service on this subdivision**  
**AAR Radio Channels 79 and 66 in service at Denver Yard.**

- Maximum Speeds Permitted—**

	<b>Freight</b>
C&S Jct to Golden .....	20 MPH.
MP 9.0 to MP 10.0 .....	10 MPH.
C & S Jct through turnout at MP 4.8 on SPRR .....	10 MPH.
Utah Jct on SPRR over failed equipment detector and interlocking plant ...	25 MPH.

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

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

**Maximum Gross Weight of Car:**

Prospect to Golden ..... 134 tons

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.

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN(99000–99949) not permitted.

**3. Type of Operations—**

**CTC—in effect:** At Prospect Jct

**Yard 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 BN trackage, permission will be required from 31st Street yardmaster for both SP and BN crews.

When delivering cars from 31st Street yard to SP North Yard or departing 31st Street yard with Golden Beer runs, BN operator will contact SP train dispatcher as to movements to be made. Train, yard and other locomotive movements between Prospect Jct and SP North Yard will be governed by CTC signal indications. At north Yard, BN crews will be governed by instructions from SP yardmaster.

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

**4. General Code of Operating Rules Items—NONE**

**5. Trackside Failed Equipment Detector(FED)—**

A. Protecting Bridges, Tunnels or Other Structures: NONE

B. Other FED locations: 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.

**Golden—** 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.

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

**8. Other Line Segments—**

Yard Line Segments—NONE

Other Road Line Segments—NONE

**9. Locations not Shown as Stations—**

Name	Miles—Location	Capacity Cars	Switch Opens
C&S Jct.	3.8 west of Prospect Jct on SP track		
<b>On the Golden Sub</b>			
Ind Chemicals	.1 west of C&S Jct	4	West
CCW Plastics	.2 west of C&S Jct	2	West
89309 Horton (Coors Glass	9.6 west of Prospect Jct	21	East
& Inland Container Systems)	9.6 west of Prospect Jct	25	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

### **Denver Division Operations Department**

M.J. Kosanda	Mgr. Oprg Practices	Denver	480-6222
A.E. Marden	Mgr. Oprg Practices	Casper	275-2221
T.I. McCann	Trainmaster	Denver	480-6391
	Trainmaster	Greybull	542-2255
J.W. Hartwig	Trainmaster	Sterling	277-2221
T.W. Hamilton	Trainmaster	Cheyenne	276-2221

### **Denver Terminal**

F.W. Comiskey	Terminal Superintendent	Denver	480-6224
R.D. Gorsage	Terminal Manager	Denver	480-6380
A.P. Huschka	Trainmaster-Term.	Denver	480-6447
R.F. McConaughy	Trainmaster-Term.	Denver	480-6447
J.H. Williams, JR.	Trainmaster-Term.	Denver	480-6447
W.C. Stuhldreher	Trainmaster-Term.	Denver	480-6447
J.D. Danko	Trainmaster-Term.	Denver	480-6447
S.E. Frank	Trainmaster-Term.	Denver	480-6447
L.M. Jacobson	Trainmaster-Term.	Denver	480-6447

### **Maintenance of Way Department**

E.C. Gallagher	General Roadmaster	Denver	480-6393
M.S. Theret	Roadmaster	Denver	480-6251
D.E. Breedlove	Roadmaster	Denver	480-6367
M. Renner	Roadmaster	Ft. Collins	480-6441
J.E. Underwood	Roadmaster	Brush	480-6413
D.D. Johnson	Roadmaster	Greybull	542-2235
S. Peterson	Roadmaster	Cheyenne	276-2246
L. D. Fransen	Roadmaster	Casper	275-2246