

## **BNSF Railway Safety Vision**

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway will achieve this vision through:

**A culture** that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance...

**A work environment**, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded...

**Work practices and training** for all employees that make safety essential to the tasks we perform...

**An empowered work force**, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.



## **Colorado Division**

### **Timetable No. 7**

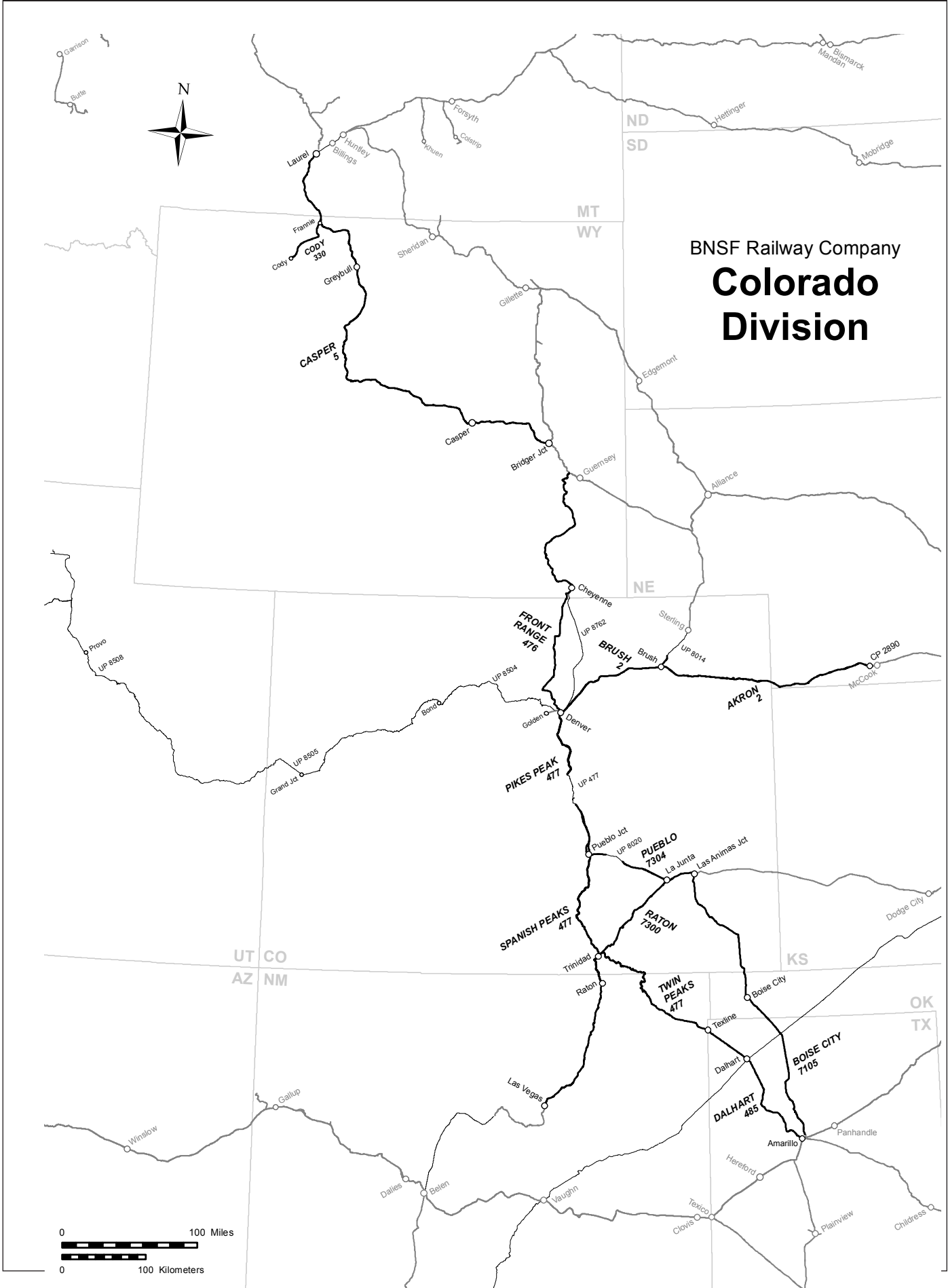
In Effect at 0800  
Mountain Continental Time  
**Wednesday, July 11, 2012**

#### **Division General Manager**

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

#### **General Director Transportation**

Michael F. Sickler  
Denver, CO.  
(303) 480-6221



BNSF Railway Company  
**Colorado  
Division**

## Division Managers

### Amarillo

M. Donaldson ..... Signal Supervisor ..... (806) 379-3460  
 J.D. Feerer..... Road Foreman ..... (806) 379-3380  
 G.C. Gilfillen ..... Trainmaster ..... (806) 379-3321  
 J.W. Hill..... Roadmaster ..... (806) 379-3070

### Brush

M. Lechuga..... Roadmaster ..... (303) 480-6413

### Casper

H.P. Cullison ..... Sr. Trainmaster/Rd. Frmn..... (307) 473-5221

### Cheyenne

W.R. Adkins ..... Trainmaster ..... (307) 432-7321  
 D.A. Neubauer..... Roadmaster ..... (307) 432-7363

### Denver

M.A. Carpenter ..... Division Engineer ..... (303) 480-6393  
 J. Cartelli..... Trainmaster ..... (303) 480-6457  
 J.H. Castleberry III..... Road Foreman ..... (303) 480-6217  
 D.P. Clark..... Terminal Superintendent ..... (303) 480-6224  
 R.L. Davila ..... Director Administration ..... (303) 480-6227  
 A.D. Fry ..... Roadmaster ..... (303) 480-6251  
 B.L. Gilliam ..... Trainmaster ..... (303) 480-6457  
 G.S. Girod..... Trainmaster ..... (303) 480-6457  
 S.P. Hill ..... Senior Trainmaster ..... (303) 480-6265  
 P.A. Howland ..... Manager of Safety..... (303) 480-6342  
 B.L. Johnson..... General Signal Supervisor ... (303) 480-6547  
 P.L. Kreger..... Supt. Operating Practices .....(303) 480-6211  
 T. LeSure ..... Superintendent Operations .. (303) 480-6528  
 K.R. McClain..... Road Foreman ..... (303) 480-6222  
 P.D. Myers ..... Asst. Dir. Main. Prod. .... (303) 480-7416  
 C.E. Nance ..... Trainmaster ..... (303) 480-6351  
 C.C. Parker..... Trainmaster ..... (303) 480-6457  
 N.W. Payton..... Mgr Field Training ..... (303) 480-6295  
 J.M. Pino..... Terminal Manager ..... (303) 480-7978  
 S.R. Premo ..... Signal Supervisor ..... (303) 480-6339  
 L.M. Preston ..... Terminal Manager ..... (303) 480-6447  
 M. Pruneau ..... Trainmaster ..... (303) 480-6457  
 J.E. Stephan ..... Trainmaster ..... (303) 480-6457  
 E.M. West ..... Trainmaster ..... (303) 480-6457  
 E.B. Thomas..... Trainmaster ..... (303) 480-6457  
 A.E. Wolfe..... Asst. Terminal Supt. .... (303) 480-6452

### Grand Junction

R.P. Fisher ..... Sr. Trainmaster/Rd. Frmn. ... (303) 480-7418

### Greybull

J. Munis ..... Roadmaster ..... (307) 765-4235  
 A.J. Toland..... Trainmaster ..... (307) 765-4255

### LaJunta

A.P. Campos..... Roadmaster ..... (719) 384-3823  
 J.C. Cummings..... Trainmaster ..... (719) 384-3702

### McCook

K.D. Cole ..... Roadmaster ..... (308) 345-5971

### Pueblo

D.N. Brummer..... Trainmaster ..... (303) 480-7908  
 J.P. Slizeski..... Road Foreman ..... (719) 549-3525  
 S.D. Phillips ..... Roadmaster ..... (719) 549-3528  
 J.P. Seals..... Signal Supervisor ..... (719) 549-3534

### Sterling

J.W. Hartwig ..... Trainmaster ..... (970) 526-2221

### Trinidad

Z.V. Baker..... Trainmaster ..... (719) 845-4121  
 M.F. Boyd..... Superintendent Operations .. (719) 845-4183  
 D.P. Rivera..... Roadmaster ..... (719) 845-4146  
 B.W. Roeder ..... Road Foreman ..... (719) 845-4122  
 W.G. Thurston ..... Mechanical Foreman ..... (719) 845-4156

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Akron Subdivision MAIN LINE STATIONS			Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Type of Oper.	Line Segment		
Adjoining Sub: Hastings, Nebraska Division								
			289.0	CP 2890			11.0	
6,584	20735	300.0		CULBERTSON Adj. RR: NKCR, MP 299.8	J		8.5	
7,022	20745	308.5		TRENTON			11.9	
6,650	20757	320.4		STRATTON			10.3	
6,779	20767	330.7		MAX			8.4	
7,270	20775	339.1		BENKELMAN			10.4	
7,017	20785	349.5		PARKS			11.6	
6,716	20797	361.1		HAIGLER			15.9	
9,140	20813	377.0		WRAY	CTC	2	8.6	
6,426	20821	385.6		ROBB			6.6	
7,101	20828	392.2		ECKLEY			13.3	
6,716	20841	405.5		YUMA			8.5	
6,658	20850	414.0		CALHOUN			9.0	
6,674	20859	423.0		PLATNER			7.8	
8,231	20867	430.8		AKRON			13.5	
5,718	20880	444.3		PINNEO			8.9	
		453.2		EAST BRUSH Adj. Sub: Brush, MP 453.2	JT		165.4	
Adjoining Sub: Brush Information for East Brush is found in the Brush sub timetable.								

Radio Call-In		
Radio Channel 070 in service CP 2890 to West Pinneo		
Culbertson - 21(X)	Benkelman - 22(X)	Wray - 23(X)
Yuma - 24(X)	Akron - 25(X)	
Radio Channel 066 in service West Pinneo to East Brush		
Brush - 26(X)		
Emergency - Call 911		
DS X=0, Mechanical Desk X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

**Dispatcher Information**

CP 2890 to West Pinneo—817-867-7046, Fax 817-352-7046  
 West Pinneo to East Brush—817-867-7087, Fax 817-352-7028

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Passenger	Freight
MP 289.0 to MP 453.2	79 MPH	60 MPH
Trains 100 TOB and greater		45 MPH

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

MP 430.5 to MP 431.5	50 MPH	40 MPH
MP 431.5 to MP 434.0	60 MPH	50 MPH

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Passenger	Freight
MP 300.0, Culbertson, siding turnouts	20 MPH	20 MPH
MP 308.5, Trenton, siding turnouts	20 MPH	20 MPH
MP 320.4, Stratton, siding turnouts	10 MPH	10 MPH
MP 330.7, Max, siding turnouts	20 MPH	20 MPH
MP 339.1, Benkelman, siding turnouts	20 MPH	20 MPH
MP 349.5, Parks, siding turnouts	20 MPH	20 MPH
MP 361.1, Haigler, siding turnouts	20 MPH	20 MPH
MP 377.0, Wray, siding turnouts	20 MPH	20 MPH
MP 385.6, Robb, siding turnouts	20 MPH	20 MPH
MP 392.2, Eckley, siding turnouts	20 MPH	20 MPH
MP 405.5, Yuma, siding turnouts	20 MPH	20 MPH
MP 414.0, Calhoun, siding turnouts	20 MPH	20 MPH
MP 423.0, Platner, siding turnouts	20 MPH	20 MPH
MP 430.8, Akron, siding turnouts	20 MPH	20 MPH
MP 444.3, Pinneo, siding turnouts	10 MPH	10 MPH
Trains departing sidings on a proceed signal indication, only after engine has passed signal:		
Trains less than 100 TOB	30 MPH	30 MPH
Trains 100 TOB and greater	25 MPH	25 MPH

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated.

**Temperature Speed Restrictions**

**Hot Weather**—When the temperature exceeds 95 degrees Fahrenheit, do not exceed the following speeds between MP 289.0 to MP 453.2

Trains less than 100 TOB	65 MPH	50 MPH
Trains 100 TOB and greater		40 MPH

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car:**

CP 2890 to East Brush..... 143 tons, Restriction A

**3. Type of Operation**

**CTC**—in effect:

MP 289.0 to MP 453.2

**4. Subdivision Specific Rules Information**

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Akron subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of transmission:

“BNSF 9373 West approach signal Yuma at 35 MPH”.

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

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

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

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

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

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

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

**6. FRA Excepted Track—None**

**7. Special Conditions**

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

**Yuma**—When arriving at the ethanol facility from the west with unit grain trains, loads or empties, unlock and line switches for movement from the main track into the facility. When train is half way around the loop, stop and line switch for movement to the outside loop track. Stop short of the building to ensure that the doors on both sides of the building are fully raised before proceeding through the building. When train is clear of the main track and inside of the facility, line and lock switches in the normal position. If M&M personnel are on hand to take control of the train, turn the train over to them. If they are not there to assume control, tie down and secure the train.

Crews operating to or from this facility must have a copy of the current General Notice outlining instructions for spotting, servicing and reporting work.

**Akron**—Any track with 15 cars or less must have 5 handbrakes applied. Any track with more than 15 cars refer to ABTH Rule 104.14 - Chart, Brakes Per Ton.

**Loaded unit coal and grain trains**—are not permitted on the following sidings: Stratton, Haigler, and Pinneo.

**Close/No Clearance Locations**

Location	Track Name	Track No.	Obstruction
Culbertson	Frenchman Valley Co-op	1901	Building
	Kugler	1902	Building
		1903	Building
Trenton	Trenton Agri	2204	Structures
	Farmers Co-op	2201	Building
Stratton	Stratton Farmers Co-op	901	Building
Max	Helena	2301	Building
Benkelman	Elevator	2401	Dock and building
	Frenchman Valley Co-op	2402	Dock and building
	4 Circle Elevator	2403	Building
Parks	No Industry	2601	Building
Haigler	St Francis Mercantile	2701	Building
Wray	M&M Co-op	2902	Building
	Dock Track	2904	Dock
	Simplot	2907	Building
Eckley	M&M Co-op	3001	Building
Schram	Yuma County Grain	3201	Building, steep drop off
Yuma	M&M Co-op	3301	Buildings
		3304	Buildings
	ADM	3302	Building
	Bartlett	3303	Building
Otis	M&M and SITO	3501	Building
	Perry Brothers	3501	Building
Akron	M&M	3810	Building
	Golden Harvest	3808	Building
		3809	Building

**Test Miles**

- MP 295 to MP 296
- MP 425 to MP 426
- MP 436 to MP 437

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Akron Subdivision.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:  
 MP 299.0 to MP 302.0  
 MP 330.0 to MP 340.0

**8. Line Segments**

**Road Line Segments**

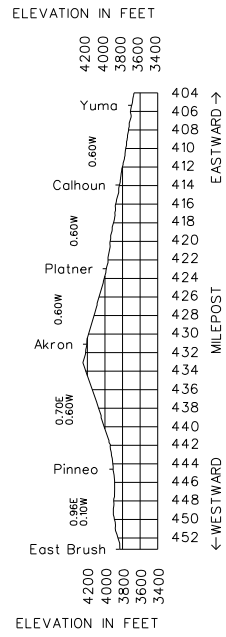
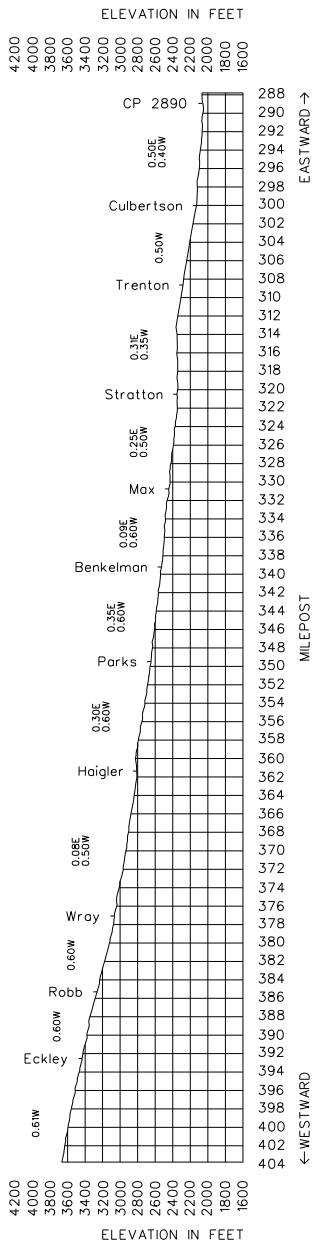
**Line Segment Limits**

2 ..... CP 2890 to East Brush

**9. Other Location Information**

Name	Mile Post	Capacity in Feet	Switch Opens
20729 Perry	293.2	3,000	Both
20802 Sanborn	366.2	600	East
20832 Monfort	397.0	4,000	Both
20834 Schramm	398.3	550	Both
20846 Hyde	410.4	600	East
20853 Otis	417.4	2,950	Both

10. Grade Chart



S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Boise City Subdivision		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ N O R T H W A R D
				MAIN LINE STATIONS						
				Adjoining Sub: Pueblo						
				Adjoining Sub: Raton						
		56700	554.9	LA JUNTA	BCPT X(2)Y	Y	2MT ABS ATC	7300	0.9	
			554.0	CP 5540			2MT CTC ATC		3.3	
			550.7	CASA					14.7	
	8,300	58060	536.0	LAS ANIMAS			CTC ATC		2.4	
			533.6 235.5	LAS ANIMAS JCT. Adj. Sub: La Junta, Kansas Div, MP 533.6		J			38.9	
	7,700	40525	196.6	FRICK					23.5	
		40500	173.1	SPRINGFIELD					2.9	
	7,700		170.2	SOUTH JCT. Adj. RR: CVR, MP 172.1		J	TWC		18.6	
	7,450	40430	151.6	CAMPO					29.0	
	7,100	40400	122.6	BOISE CITY Adj. RR: CVR, MP 121.3		JP			22.5	
	8,200	40342	100.1	KERRICK					14.4	
	3,168	40324	85.7	STRATFORD					0.2	
			85.5	UP RRX Adj. RR: UP, MP 85.5		JM	CTC		21.5	
		53330	64.0	ETTER Adj. RR: TXNW, MP 63.4		JT		7105	5.7	
	7,920	53320	58.3	MACHOVEC					6.2	
		53300	52.1	DUMAS		P			10.8	
		53270	41.3	BAUTISTA			TWC		14.1	
		53249	27.2	MARSH					19.0	
	8,300	53220	8.2	JULLIARD					7.2	
			1.0	DUMAS JCT. Adj. Sub: Dalhart, MP 0.0, west leg of wye at East Tower to Dalhart MT Adj. Sub: Hereford, Kansas Div, MP 0.0, west leg of wye at East Tower XO to MT1 Adj. Sub: Panhandle, Kansas Div., MP 0.6 east leg of wye at Eastern		JRT			1.0	
			0.0	BC JCT.		JM	CTC		256.8	
Adjoining Sub: Red River Valley, Texas Div. Information for BC Jct. is found in the Red River Valley sub, Texas Div timetable.										

Radio Call-In		
Radio Channel 072 in Service La Junta to BC Jct.		
La Junta – 41(X)	Gilpin – 32(X)	Ruxton – 31(X)
Frick – 34(X)	Springfield – 35(X)	Campo – 36(X)
Boise City – 37(X)	Stratford – 38(X)	Dumas – 39(X)
Masterson – 42(X)	Amarillo – 41(X)	
Emergency - 911		
DS X=0, Mechanical Desk X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

**Dispatcher Information**  
 817-867-7194, Fax 817-352-7879  
 402-636-1664—UPRR Dispatcher Channel 14 \*11

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Passenger	Freight
MP 554.9 to MP 533.6 .....	79 MPH	55 MPH
MP 235.5 to MP 0.0, including trains		
100 TOB and greater .....		49 MPH

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

	Passenger	Freight
MP 554.9 to MP 554.2 .....	40 MPH	40 MPH
MP 553.1 to MP 552.8 .....	60 MPH	
MP 235.5 to MP 234.8 .....		40 MPH
MP 174.5 to MP 172.0 .....		25 MPH
MP 123.8 to MP 123.2 .....		20 MPH
MP 121.6 to MP 121.3 .....		20 MPH
MP 113.9 to MP 111.3 .....		25 MPH
MP 85.5 UP RRX .....		30 MPH
MP 51.9 to MP 51.6 .....		30 MPH
MP 31.1 to MP 30.8 .....		45 MPH
MP 27.5 to MP 27.2 .....		25 MPH
MP 25.8 to MP 25.4 .....		40 MPH
MP 23.5 to MP 22.4 .....		30 MPH
MP 22.4 to MP 22.2 .....		40 MPH
MP 21.1 to MP 20.8 .....		40 MPH
MP 20.1 to MP 19.8 .....		40 MPH
MP 17.9 to MP 17.6 .....		40 MPH
MP 11.2 to MP 10.6 .....		40 MPH
MP 3.2 to MP 3.0 .....		20 MPH
MP 1.0 to MP 0.0 .....		20 MPH

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

MP 550.7, MT 1 turnout, less than 100 TOB .....	30 MPH	30 MPH
MP 550.7, MT 1 turnout, 100 TOB and greater .....	25 MPH	25 MPH
MP 536.0, Las Animas, siding turnouts, less than 100 TOB .....	30 MPH	30 MPH
MP 536.0, Las Animas, siding turnouts, 100 TOB and greater .....	25 MPH	25 MPH
MP 533.6, La Junta sub turnout, less than 100 TOB .....	30 MPH	30 MPH
MP 533.6, La Junta sub turnout, 100 TOB and greater .....	25 MPH	25 MPH
MP 196.6, Frick, siding turnouts .....	20 MPH	
MP 170.2, South Jct, siding turnouts .....	20 MPH	
MP 151.6, Campo, siding turnouts .....	10 MPH	
MP 122.6, Boise City, siding turnouts .....	10 MPH	
MP 100.1, Kerrick, siding turnouts .....	10 MPH	
MP 85.7, Stratford, siding turnouts .....	10 MPH	
MP 58.3, Machovec, siding turnouts .....	20 MPH	
MP 8.2, Julliard, siding turnouts .....	10 MPH	
MP 1.0, Dumas Jct., turnout east leg of wye to Eastern .....	20 MPH	
MP 1.0, Dumas Jct., turnout west leg of wye to East Tower .....	20 MPH	

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated.

La Junta—north end of freight lead (Long Tail) .....	10 MPH
Asarco—SWPS Industrial Spur .....	10 MPH

**Temperature Speed Restrictions—None.**

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

La Junta to BC Jct. ....	143 tons, Restriction A
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3. Type of Operation

CTC—in effect:

- MP 554.0 to MP 533.6
- MP 85.6 to MP 85.4
- MP 1.0 to MP 0.0

East leg of wye, Dumas Jct. MP 1.0 to Eastern MP 0.6 (Hereford Sub MP 550.5)

West leg of wye, Dumas Jct. MP 1.0 to East Tower MP 0.0 (Dalhart Sub MP 334.4; Hereford Sub MP 552.2)

Multiple Main Tracks—in effect:

2 MT

- MP 554.9 to MP 550.7

TWC—in effect:

- MP 235.5 to MP 85.6
- MP 85.4 to MP 3.5

ABS—in effect:

- MP 554.9 to MP 554.0

Yard Limits—in effect:

- MP 554.9 to MP 554.0

Restricted Limits—in effect:

- MP 3.5 to MP 1.0

Southward trains must contact the Yardmaster, Amarillo North Yard, on radio channel 46 for instructions prior to passing Julliard.

Interlockings

Mile Post	Type	Notes
MP 85.5	Manual	Controlling RR UP
MP 0.0	Manual	

Use radio channel 72 (tone 1\*1 to connect; #1 to disconnect) to communicate with UP Dispatcher controlling interlocking.

4. Subdivision Specific Rules Information

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Boise City subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of transmission:

“BNSF 9373 South approach signal Las Animas at 35 MPH”.

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

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

**GCOR Rule 12.1**—ATS in effect:

- MP 554.9 to MP 533.6

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

- MP 538.4—Recall Code 418
- MP 214.3—Recall Code 318
- MP 186.4—Recall Code 348
- MP 176.7—Recall Code 358
- MP 155.2—Recall Code 368
- MP 125.8—Recall Code 378
- MP 120.5—Exception Reporting

- MP 115.0—Exception Reporting
- MP 109.0—Recall Code 387
- MP 93.2—Recall Code 388
- MP 69.6—Recall Code 397
- MP 54.2—Recall Code 398
- MP 34.1—Exception Reporting
- MP 28.1—Recall Code 428
- MP 24.0—Exception Reporting
- MP 19.0—Exception Reporting
- MP 13.6—Recall Code 418

C. Other detectors

MP 218.8—High Water—Radio Reporting transmits when a southward train enters Zone 4, MP 224.0, or when a northward train enters Zone 5, MP 214.3. Bridge location is at Bridge 218.8. Movement is governed by System Special Instructions, Item 8 (l).

Track Integrity Warning System (TIWS)

Track Integrity Warning Devices (TIWS) check the rail for continuity and report track integrity status, on an exception only basis. These devices will report the Zone Down for a broken rail or track section occupied. These devices do not check switch position (except facing point switches for southbound movements in Zones 25-35 and Zones 40-49) or for equipment fouling main track at a switch. Zone signs are located at the beginning of each Zone. Unless otherwise stated, warning will be for the track in the next Zone if down (the next track section).

Milepost Location	Zone	Call Code
MP 235.5 to MP 234.6	1	234
MP 234.6 to MP 229.6	2	229
MP 229.6 to MP 224.0	3	224
MP 224.0 to MP 218.9	4	218
MP 218.9 to MP 214.3	5	214
MP 214.3 to MP 210.0	6	210
MP 210.0 to MP 205.0	7	205
MP 205.0 to MP 200.8	8	200
MP 200.8 to MP 196.3	9	196
MP 196.3 to MP 191.1	10	191
MP 191.1 to MP 185.7	11	185
MP 185.7 to MP 180.8	12	180
MP 180.8 to MP 175.8	13	175
MP 175.8 to MP 170.9	14	171
MP 170.9 to MP 165.8	15	165
MP 165.8 to MP 160.5	16	160
MP 160.5 to MP 155.35	17	155
MP 155.35 to MP 150.45	18	150
MP 150.45 to MP 145.5	19	145
MP 145.5 to MP 140.5	20	140
MP 140.5 to MP 135.35	21	135
MP 135.35 to MP 130.4	22	130
MP 130.4 to MP 126.4	23	126
MP 126.4 to MP 121.2	24	121
MP 121.2 to MP 116.6	25	116
MP 116.6 to MP 111.9	26	111
MP 111.9 to MP 105.9	27	105
MP 105.9 to MP 100.51	28	100
MP 100.51 to MP 96.2	29	096
MP 96.2 to MP 92.0	30	092
MP 92.0 to MP 87.0	31	087
MP 87.0 to MP 84.1	32	084
MP 84.1 to MP 78.6	33	078
MP 78.6 to MP 74.6	34	074
MP 74.6 to MP 69.6	35	069
MP 69.6 to MP 64.6	36	065
MP 64.6 to MP 59.5	37	059
MP 59.5 to MP 54.8	38	054
MP 54.8 to MP 50.2	39	050
MP 50.2 to MP 45.5	40	045



MP 45.5 to MP 40.8	41	040
MP 40.8 to MP 36.5	42	036
MP 36.5 to MP 31.7	43	031
MP 31.7 to MP 26.9	44	026
MP 26.9 to MP 22.0	45	022
MP 22.0 to MP 16.9	46	016
MP 16.9 to MP 12.0	47	012
MP 12.0 to MP 7.4	48	007
MP 7.4 to MP 2.9	49	002

**Track Integrity Radio Message**

A track status message will only be broadcast when a Zone is "Down". When approaching a track section in advance of a track section that has a broken rail, switch misaligned (where implemented) or is occupied, the following message will be reported:

"BNSF Milepost XXX.X Zone X integrity Down".

When approaching the track section that has a broken rail, switch misaligned (where implemented) or is occupied, a white flashing indicator on the equipment housing at the Zone sign will flash as a train approaches and passes. When the train passes the end of the Zone, the following message will be reported: "BNSF Milepost XXX.X Zone X integrity Down.

When entering the main track and integrity status is needed, a location can be called for current status using the call code. The message will give the current status of track integrity on both sides of the location and report integrity OK or Down. This call code request should be made in advance of fouling main track.

**Track Integrity Message and Train Crew Action**

Use the following table to determine crew requirements when a track integrity message is received.

Track Integrity Warning Devices		
Message/ Indication	Train Crew Action	Additional Instructions
Devices announces "BNSF MP XXX.X Zone Z integrity OK." (This message will transmit when initiated by hy-rail vehicle or response to call code.	Proceed.	None.
No announcement and indicator is dark.	Proceed.	None.
Device announces "BNSF MP XXX.X Zone X integrity down."	Proceed at restricted speed with leading wheels to end of Zone, not exceeding 20 MPH until entire train clears Zone. Not required when notified by train dispatcher or signal maintainer that device is out of service.	Report findings to train dispatcher.
Incomplete Message	Proceed. Enter call code for next location. (Note: Zone train currently occupies will be reported Down, no restriction for occupied Zone due to this announcement.)	Report to train dispatcher.
White track integrity warning indicator is flashing on housing at the Zone sign.	Immediately reduce to restricted speed until leading wheels reach end of zone, not exceeding 20 MPH until entire train clears Zone. Not required when notified by train dispatcher or signal maintainer that device is out of service.	Report findings to train dispatcher.

**6. FRA Excepted Track**

La Junta Yard Tracks Tracks 101 - 111

**7. Special Conditions**

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

**La Junta Yard**—Loaded coal trains and loaded unit grain trains are permitted to be yarded only on track 197 in La Junta yard. Leave all switches lined for track 197 when not in use.

Trains must clear all crossings before stopping to change crews.

Exception: If the outbound crew is on duty and ready to change at the depot, crew change must be made in 5 minutes or less.

It is the outbound crew's responsibility to meet the requirements of Air Brake and Train Handling rule 101.2, Locomotive Daily Inspection on all locomotives on their train including DP remote consists.

All trains excluding Amtrak passenger trains must contact Boise City Dispatcher when entering La Junta yard limits.

**La Junta**—Locomotive Daily Inspections on through trains operating to or from the Pike Peak Subdivision will be performed as outlined in Air Brake and Train Handling Rule 101.2. The engineer operating the train after 1200 on the date the inspection is required is responsible for the inspection. If the hour's of service of the crew as outlined by rule does not permit, the Boise City Dispatcher must be notified that the inspection has not occurred. The inspection responsibility will then fall to the outbound crew.

**Remote Control Areas**

- MP 3.5 to MP 0.0

**Remote Control Zones—None**

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

Las Animas	7401	South	7490	North
Ruxton	1301	South		
Harbord	8601	South		
Springfield	9506	South		
Bisonte	6201	South		
Campo	5201	South		
Boise City	Yard Track	Both		
Kerrick	3692	South		
Stratford	3684	South		
Lautz	3680	South		
Etter	3639	North	3648	South
Dumas	3616	South		
Marsh	3603	Both		
Juilliard	3601	Both		

**Tonnage restriction**—Trains 100 TOB and greater are not permitted on the following sidings: Boise City and Stratford.

**Close/No Clearance Locations**

Location	Track Name	Track No.	Obstruction
La Junta	Lewis Bolt and Nut	191	Structures on north side
Springfield	Temple Grain	5904	Elevator
Campo	Elevator Track	5202	Elevator
Boise City	Farmers Coop	5902	Elevator
	CVR Elevator	5903	Structures on north side
Kerrick	Cargill	3692	Elevator
Stratford	Deaf Smith County Elevator	3681	Elevator
	Westway Trading	3685	Both sides going into the dump shed
Lautz	Stratford Grain	3680	Elevator
Etter	Martin Gas	3640	Gate
	Omni-Agri	3645	Structures on the north side
Dumas	Dumas Coop	3616	Elevator
	Dumas Milling	3618	Structures on the west side
Bautista	Elevator	3610	Elevator
	Texas Sulfur	3660	Gate and south side by the fence

**Close Track Centers**

Location	Track Name	Track Nos.
Springfield	Grain Elevator	Tracks 9504 - 9506
Boise City Yard	Yard	Tracks 3615 - 3616
Dumas	Yard	Tracks 5909 - 5913

**Test Miles**

MP 547.0 to MP 546.0  
 MP 78.0 to MP 77.0

**Long/Short Mile**

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

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Boise City Subdivision.

**Flash Flood Warnings**—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 550.0 to MP 542.0  
 MP 218.8  
 MP 201.5 to MP 201.0  
 MP 121.8  
 MP 80.0 to MP 78.0  
 MP 26.0 to MP 23.0

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

7353 ..... La Junta Yard

**Road Line Segments**

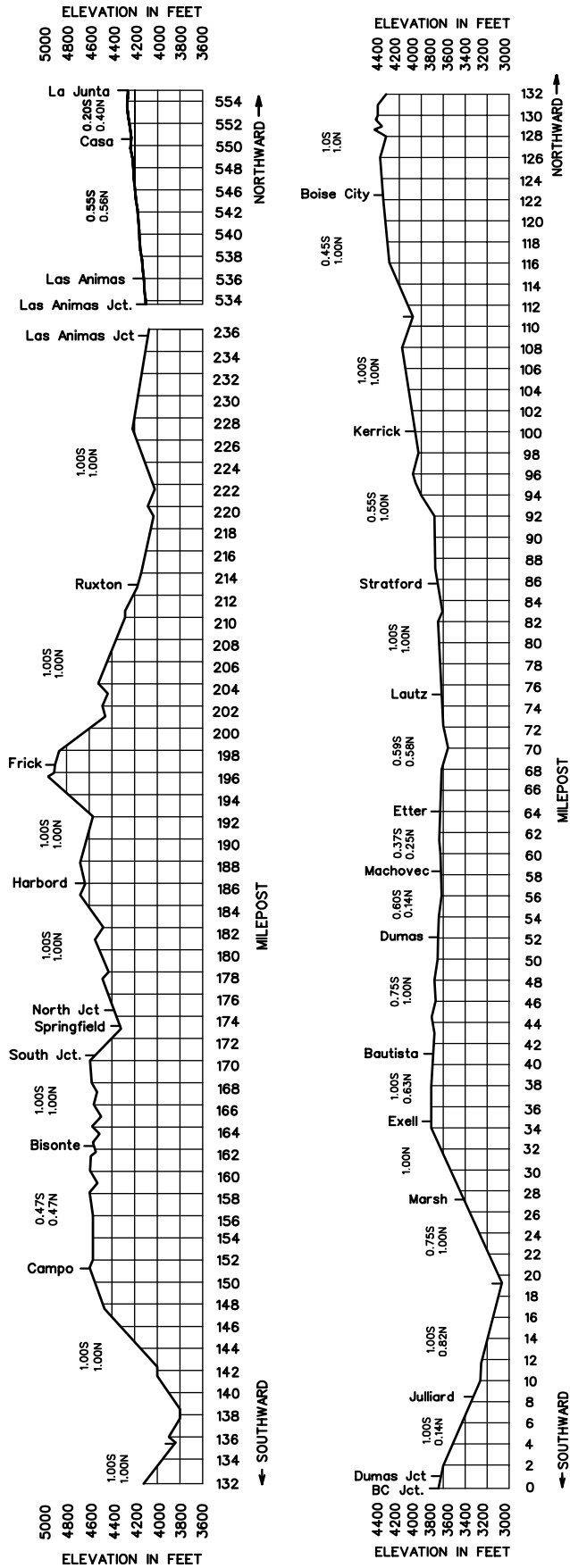
**Line Segment Limits**

7300 ..... La Junta to Las Animas Jct.  
 7105 ..... Las Animas Jct. to BC Jct.

**9. Other Location Information**

Name	Mile Post	Capacity in Feet	Switch Opens
40535 Margaret	226.1	1,000	South
40530 Ruxton	212.9	2,200	South
40520 Harbord	180.9	660	South
40500 Springfield	173.1	2,000	South
Manter Industrial Spur	172.0	20,961	South
40445 Bisonte	162.5	2,039	South
40420 Castenada	135.0	2,088	South
CV Industrial Spur	121.2	23,232	South
40342 Kerrick - Continental Grain	99.6	3,000	Both
40324 Stratford - Stratford Grain - Cargill Inc	85.9	1,200	Both
40324 Stratford Grain	82.6	3,717	South
53335 Lautz	74.8	1,500	South
53330 Monford Spur Track	65.4	600	South
53330 Tannery Lead	64.9	1,300	North
53330 Etter	64.0	3,400	Both
53330 Etter	64.0	3,300	Both
53330 Etter	64.0	2,100	Both
53330 Etter - North Wye Leg	63.8	1,898	North
53330 Etter - South Wye Leg	63.4	1,929	South
53330 Sunray Coop	61.7	2,000	South
53300 Oldham Track	53.2	2,400	Both
53320 Machovec Industrial Spur	57.8	Yard	North
53300 Dumas Coop - 16 Track	52.6	2,476	Both
53300 Dumas Coop - 17 Track	52.5	1,951	Both
53300 Dumas Storage Track	52.5	3,300	Both
53300 Dumas Coop - 15 Track	52.2	2,010	Both
53330 Dumas	52.1	3,600	Both
53300 Texas Sulphur Gas Plant	48.6	718	North
53270 Bautista	40.9	3,350	South
53249 Marsh	27.5	3,900	Both
53209 Harrington Power Plant (Asarco Spur)	2.5	26,000	South

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Brush Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Adjoining Sub: Angora, Powder River Division						
	8,277	84081	115.1 57.5	STERLING	BJT RY		ABS TWC	21	17.8	
	6,910	84100	75.3	MESSEX					5.8	
UP track between Sterling (UP MP 57.5) and Union (UP MP 81.1) is dispatched by BNSF.										
		84105	81.1 138.6	UNION					2.6	
	7,231	84109	141.2	NEW HILLROSE				21	6.8	
			148.0	BRUSH JCT. Adj. Sub: Akron, MP 453.2	JT				2.0	
N 7,308 S 7,112	20891		150.0 454.9	BRUSH CENTER Adj. Sub: Akron, MP 453.2	BJT				1.6	
			456.5	WEST BRUSH					1.5	
		20894	458.0	PAWNEE JCT.					6.3	
	6,220	20900	464.3	FT. MORGAN					4.2	
	7,870	20904	468.5	BIJOU					10.4	
	6,954	20915	478.9	WIGGINS					10.2	
	7,133	20924	489.1	CREST		CTC			6.6	
	7,048	20932	495.7	ROGGEN					9.7	
	7,101	20941	505.4	KEENESBURG				2	7.6	
	6,146	20949	513.0	HUDSON					5.5	
	7,191	20954	518.5	TONVILLE					6.0	
	7,613	20960	524.5	BARR					7.2	
	7,656	20968	531.7	IRONDALE					5.6	
			537.3	UP CROSSING	M				2.3	
			539.6	48TH AVE.					1.6	
		20977	541.2	31ST STREET YARD	BT				0.3	
			541.5	23RD STREET Adj. Sub: Front Range, MP 541.5	MJ	Rule 6.28		135	0.2	
			541.7 0.0	20TH STREET		2MT CTC			121.8	
Adjoining Sub: Pikes Peak Information for 20th Street is found in the Pikes Peak sub timetable.										

Radio Call-In		
Radio Channel 039 in service at Sterling Yard – 63(X)		
Radio Channel 040 in service at Sterling Yard for Switching		
Radio Channel 013 in service Sterling to Brush Center		
Merino – 20(X)	Brush – 25(X)	
Radio Channel 066 in service Brush Center to 20th Street		
Brush – 26(X)	Wiggins – 27(X)	Keenesburg – 28(X)
Barr – 29(X)	Denver – 31(X)	South Denver 32(X)
Radio Channel 096 in service at Denver for Amtrak		
Amtrak – 32(X)		
Radio Channel 039 in service at Denver Yard - 31(X)		
Emergency - 911		
DS X=0, Mechanical Desk X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

**Radio Channel TX 046/RX 079** in service Switch Yard (31st and 38th Streets) unless instructed by yardmaster.

**Radio Channel 076** in service Switch Yard Rennick, all industry jobs in the Denver Terminal Complex, and when industry jobs leave the Main Track to perform industrial switching.

**Radio Channel 078** in service as Yard Information Channel including all BNSF crew haulers and contract drivers.

**Radio Channel 031** in service Mechanical and MW Employees in Denver Yard, including the Locomotive Facility.

**Radio Channel 039** in service for industry jobs/inbound/outbound crews when train is on other than main track, Coal 1, Coal 2 and when working with utility men, for yardmasters 31st Street, 38th Street and Rennick, and by inside/outside hostlers when communicating with yardmasters.

**Radio Channel 066** in service Prospect Jct, main track, Coal 1 and Coal 2.

**Dispatcher Information**

Sterling MP 56.1 to Brush Jct—817-867-7146, Fax 817-352-6318  
Brush Jct to 20th Street—817-867-7087, Fax 817-352-7028  
UPRR Dispatcher—800-726-1178

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Passenger	Freight
MP 56.1 to MP 81.1 (UP Trackage) .....		50 MPH.
MP 138.6 to MP 150.0 .....		60 MPH.
MP 453.2 to MP 541.7 .....	79 MPH.	60 MPH.
Trains 100 TOB and greater .....		50 MPH.
Empty coal trains .....		60 MPH.

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

UP MP 56.1 to UP MP 59.1 .....	20 MPH.
MP 149.8 to MP 150.0 .....	20 MPH.
MP 148.9 East Brush to MP 148.1 Brush Jct.....	35 MPH. 35 MPH.
MP 506.0 to MP 506.7 .....	65 MPH.
MP 535.3 to MP 537.2 (EWD trains HER only at MP 535.3).....	40 MPH. 40 MPH.
MP 537.3, UP Crossing.....	30 MPH. 30 MPH.
MP 537.4 to MP 539.6 .....	40 MPH. 30 MPH.
MP 539.6 (signal) to MP 541.2 .....	30 MPH. 30 MPH.
MP 541.5 to MP 541.7, MT 1 and MT 2 .....	20 MPH. 20 MPH.
MP 541.2 to MP 541.5, Passenger trains Denver Union Terminal to 31st Street yard via passenger lead.....	10 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

MP 57.5, Sterling, siding turnouts .....	20 MPH. 20 MPH.
MP 75.3, Messex, siding turnouts.....	10 MPH. 10 MPH.
MP 141.2, New Hillrose, siding turnouts, less than 100 TOB .....	40 MPH.
MP 141.2, New Hillrose, siding turnouts, 100 TOB and greater .....	25 MPH.
MP 148.1, Brush Jct, turnout .....	35 MPH. 35 MPH.
MP 453.2, E Brush, turnout.....	35 MPH. 35 MPH.
MP 454.9, Brush Center, turnouts.....	20 MPH. 20 MPH.
MP 454.9, Brush Center, siding and track 1 .....	20 MPH. 20 MPH.
MP 456.5, West Brush, turnouts .....	20 MPH. 20 MPH.
MP 464.3, Ft. Morgan, siding turnouts .....	20 MPH. 20 MPH.
MP 468.5, Bijou, siding turnouts .....	20 MPH. 20 MPH.
MP 478.9, Wiggins, siding turnouts .....	20 MPH. 20 MPH.
MP 489.1, Crest, siding turnouts.....	20 MPH. 20 MPH.
MP 495.7, Roggen, siding turnouts.....	20 MPH. 20 MPH.
MP 505.4, Keenesburg, siding turnouts.....	20 MPH. 20 MPH.
MP 513.0, Hudson, siding turnouts.....	10 MPH. 10 MPH.
MP 518.5, Tonville, siding turnouts .....	20 MPH. 20 MPH.
MP 524.5, Barr, siding turnouts.....	20 MPH. 20 MPH.

	Passenger	Freight
MP 531.7, Irondale, siding turnouts .....	20 MPH.....	20 MPH.
MP 539.6, turnouts from MT to Coal 1, Coal 2 and south lead 48th Ave turnouts .....	20 MPH.....	20 MPH.
Trains departing sidings on a proceed signal indication, only after engine has passed signal:		
Trains less than 100 TOB .....	40 MPH.....	40 MPH.
Trains 100 TOB and greater .....	25 MPH.....	25 MPH.

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated.

Sterling, Coal 1 and Coal 2 Tracks ..... 20 MPH.  
Sterling, Connection to the NKCRR  
(Highline) MP 57.5 on the UPRR, Bell Crossing (HER)..... 5 MPH.  
When leaving Pawnee Power Plant  
MP 458.8 County Road Q, EWD, (HER) ..... 5 MPH.  
MP 541.2 to MP 541.5 ..... 10 MPH..... 10 MPH.  
Through Denver Union Terminal Limits..... 10 MPH..... 10 MPH.  
Denver, Coal 1 and Coal 2..... 20 MPH.

**Temperature Speed Restrictions**

Hot Weather—When the temperature exceeds 90 degrees Fahrenheit, do not exceed the following speeds between UP MP 59.1 and UP MP 81.0:  
Trains 90 TOB and greater ..... 30 MPH.

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

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

Sterling to 20th Street ..... 143 tons, Restriction C  
Market Street Line ..... 143 tons, Restriction E  
Jersey Cutoff ..... 143 tons, Restriction E

Six-axle locomotives and six-axle derricks in excess of 330,000 lbs. not permitted on the following tracks:  
Moseley            Stock track            Track 410  
Fort Morgan      Factory Lead                      Track 555

All Keenesburg Industry Tracks—Only four-axle locomotives can be used for switching.

**3. Type of Operation**

**CTC**—in effect:  
MP 138.6 to MP 150.0 (includes Sterling MT between Brush Jct and Brush Center)  
MP 453.2 to MP 541.2 (includes MT between Brush Jct and E Brush, and MT between E Brush and Brush Center)  
MP 541.5 to MP 541.7

**Multiple Main Tracks**—in effect:

**2 MT:**  
MP 541.5 to MP 541.7

**ABS**—in effect:  
UP MP 56.1 to UP MP 81.1

**TWC**—in effect:  
UP MP 59.1 to UP MP 81.1

**Sterling**—Westward BNSF and UP trains will receive BNSF General Track Bulletins at Sterling. To report clear on a track warrant at CTC Union, a crew member must contact the Angora subdivision train dispatcher.

**Union**—Eastward BNSF and UP trains must contact the Angora Subdivision train dispatcher via Radio Channel 13 prior to arrival at Union. A crew member must obtain authority before leaving CTC Union.

**Yard Limits**—in effect:  
UP MP 56.1 to UP MP 59.1

**Restricted Limits**—in effect:

Sterling—MP 112.1 (Angora Subdivision) to MP 115.1.

On the NKCRR from the switch on the UPRR main track at MP 57.5 (BNSF MP 229.4) to MP 225.9 on the NKCRR is the responsibility of BNSF. The territory east of MP 225.9 is the responsibility of NKCRR.

**Interlockings**

Mile Post	Type	Notes
537.3	Manual	Controlling RR BNSF #
541.5	Manual	Controlline RR BNSF

# Additional information located in Item 7

**4. Subdivision Specific Rules Information**

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Brush subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of transmission:

“BNSF 9373 West approach signal Pawnee Jct. at 35 MPH”.

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

**GCOR Rule 5.8.2, Sounding Whistle**—When operating on Union Pacific tracks, all whistle posts marked with an X require the whistle signal be sounded regardless of the type of crossing the train is approaching.

**GCOR Rule 5.8.4, Whistle Quiet Zone**—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Commerce City, CO	MP 529.96	104th Ave.
	MP 532.65	88th Ave.
	MP 534.03	80th Ave.
	MP 535.34	72nd Ave.
Fort Morgan, CO	MP 463.73	Sherman St.
	MP 462.74	Barlow Rd.

**GCOR Rule 6.17**—The switch at Chestnut Street MP 57.5 can be left lined and locked in the position last used. All movements must approach this switch prepared to stop.

**GCOR/MWOR Rule 6.19**—When flagging is required, the distance will be 2.0 miles.

**GCOR/MWOR Rule 6.28**—in effect:

CTC 31st Street MP 541.2 and begin CTC 23rd Street MP 541.5  
CTC 31st Street MP 541.2 and Denver UD (on Passenger Lead)

All movements between 31st Street and 23rd Street, and between 31st Street and Denver Union Depot (Passenger Lead) are under the direction of the yardmaster at 31st Street.

**GCOR/MWOR Rule 8.3**—The normal position of main track switches does not apply at Sterling. Trains must approach these switches expecting to find these switches lined against their movement.

Exception:

- The normal position of the switch at MP 113.7 is MT to Coal 2
- The normal position of the switch at MP 113.8 is MT to Coal 1

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

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
  - MP 144.4—Recall Code 268, Radio Channel 13
  - MP 470.7—Recall Code 278
  - MP 494.1—Recall Code 288
  - MP 521.9—Recall Code 298

**6. FRA Excepted Track**

Stock Yard trackage on the Denver Rock Island Railway Inc.

**7. Special Conditions**

**Sterling**—The delivery time is when the first set of wheels passes over the switch to the NKCR. If the train is left on either the UP Pass or a BNSF track for the NKCR to pull at a later time, the interchange time is when the train is secured on the track. Crews that deliver trains to the NKCR must report work via VTR or by calling Customer Support at 817-593-7640. The NKCR may be contacted at 308-352-4899.

When deadheading from outlying terminals/points, the following locations will serve for pool placement (time arrived) for all pool service, assigned locals, extra boards, etc., for which Sterling is a terminal. Arrival points for show in times at Sterling are as follows:

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

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

Trains must not be left blocking Ceres Crossing (MP 112.4). When yarding trains on Coal 1, Coal 2 and the BNSF Main, conductors must ensure that their train is clear of the crossing circuits at Ceres. If necessary, conductors will use the yard van to make sure that trains are not fouling the crossing circuits or fouling Ceres Crossing.

**Sterling to Denver**—BNSF and UP trains and engines will use joint trackage and will be governed by BNSF Timetable and System Special Instructions.

**PAP (Pawnee Junction Power Plant)**—Crews operating to or from this facility must have a copy of the current General Notice outlining instructions for spotting, servicing and reporting work.

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

**UP Crossing**—Market Spur begins at UP Crossing

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

**31st Yard**—The power switches on the Coal Lead to South Lead crossover located at 31st Street Yard, MP 541.4 are operated by push buttons located on the switch panel, or by VHF Radio. When unable to operate with power these switches can be hand operated.

Instructions to operate power switch using push button on switch panel:

1. Press button labeled Normal to line switch to the normal position. A green LED will illuminate when the switch is in normal position.
2. Press button labeled Reverse to line switch to the reverse position. A yellow LED will illuminate when the switch is in the reverse position.

NOTE: A flashing red LED will illuminate when the switch is not properly lined (out of correspondence). Switch may need to be hand operated.

Instructions to operate power switch by VHF Radio:

1. Set radio to channel 79 and 66.
2. On radio keypad, press #31 to line switch to normal position. Green LED will illuminate when switch is in normal position. An audio message of "switch normal, switch normal" will sound over the radio.
3. On radio keypad, press #32 to line switch to reverse position. Yellow LED will illuminate when switch is in reverse position. An audio message of "switch reverse, switch reverse" will sound over the radio.

NOTE: If the switch does not line, an audio message of "switch not lined, switch not lined" will sound over the radio.

Instructions to hand operate power switch:

1. Remove the pump handle from the handle holders.
2. Open the hand throw cover and insert the pump handle in the pump socket.
3. Select the direction of travel by moving the directional valve lever in the direction the points are to move. If direction of travel is incorrect, reverse the position of the valve lever.
4. Operate the hand throw by moving the pump handle back and forth. It may be necessary to hand throw the points all the way and perform a visual inspection of a good point closure after completing the hand throw.
5. After lining the switch, close cover and reinstall the pump handle in the holders.

Note: Before making movement over the switch ensure opposite power switch of crossover is lined for the intended route. If switch is not lined for intended route, repeat steps 1 thru 5.

Instructions if switch does not properly line due to an obstruction:

1. Visually inspect points for switch obstruction. If switch obstruction exists, open MW cover on the switch panel and set MW switch to the off position to isolate power from switch.
2. Remove obstruction from points.
3. Restore MW switch to the on position.

NOTE: Report failures to the Yardmaster.

**Denver Car Shop**—Locomotive bell must be rung continuously while operating on Tracks 120 and 124 adjacent to the car shop area. Kicking cars into the Rip Track is not allowed. While spotting cars into Tracks 122 and 123, cars are to be shoved to a coupling or spot.

**Denver**—All inbound trains that are required to be doubled over must use the corridor, rather than the wye bridge route. The same requirement applies when setting out any bad order cars from outbound trains.

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

**Denver 31st Street Yard Track Instructions**—At the following locations and in the following circumstances trains, engines or on-track equipment movements must be prevented from entering a yard track in the Denver 31st Street yard:

- The opposite end of the track, prior to an inbound train entering the track
- Both ends of the track, prior to employees going between cars on that track to perform work which are not coupled to a locomotive
- Both ends of the track, on which there are occupied locomotives
- The end of the track nearest to locomotives on the track which are not occupied

Use one of the following methods to prevent movements from entering an occupied yard track within the Denver 31st Street yard:

- Switch(es) must be lined to prevent access to the occupied track and an employee must remain at the switch(es)
- Switch(es) must be lined to prevent access to the occupied track and tagged with a “Track Occupied” flag located at the switches for bowl tracks 101 thru 146
- Blue Signal Protection (GCOR 5.13; Mechanical Safety Rules S-1.0, S-24.2)

31st Street and 38th Street yardmasters are responsible to ensure the switches are properly positioned and identified at each end of the track as required by the above methods.

Yard switch crews must verify with the respective yardmaster the appropriate switch(es) have been properly lined to prevent access and identified.

**Remote Control Area**

- MP 539.0 to MP 542.2
- MP 56.1 to MP 59.1
- MP 229.6 to MP 225.9 on the NKCR

**Remote Control Zones**

- RCZ A—North Lead 250 feet west of the eastbound controlled signal to the clearance point of the North Lead / South Lead crossover at MP 540.0
- RCZ B—West from limits of RCZ A to 38th Street on 38th Street North and Middle Leads with access to tracks 124 through 148. Remote Control signs located at 38th Street will govern movements entering RCZ B.
- RCZ A and B are controlled by the 38th Street Yardmaster.
- RCZ 1—extends south on Cheyenne Main from south end of 101 track switch to the end of track south of Front Street. Approximate length of RCZ 1 is 2,123 feet.
  - RCZ 1 is activated by the remote control operator who will display the “Remote Control Zone Activated” signs located at South End 101 Track Switch and South of Inside Diversion Switch. When “Activated” portion of sign is displayed no movements other than RCO switch job are allowed within limits of RCZ 1. The RCZ will remain activated until the remote control operator has dropped the “Remote Control Zone Activated” signs to deactivate the RCZ. RCZ 1 is deactivated by the Sterling Switch Crew who will deactivate RCZ 1 when not in use and when going off duty.

**Dimensional Shipments**—Trains containing dimensional shipments cannot meet or pass another train between CTC Union and RL Sterling.

**Close/No Clearance Locations**

Location	Track Name	Track No.	Obstruction
Brush	House Track	150	Building
Moseley	Maverick Sand	470	Structures, building
	Colorado Tubular	460	Dock
	Simplot	450	Building
Ft. Morgan	Cargill Meat	515	Gate, structures
		520	Gate, structures
	Midwest Palms	551	Building
		552	Building
	Erker Grain	550	Building
		560	Building
Western Sugar	555	Building	
Wiggins	M&M Co-op	970	Building
	South Platte Grain	910	Building
Roggen	Roggen Farmers	1110	Elevator
Kennesburg	Grey Oil	1310	Loading dock
	G&G Transport	9950	Building
	Gray Oil	1398	Hoses and steep drop off
Irontdale	Home Depot	602	Going into the building; do not ride the cut when spotting
	Cast Transport	604	North side at loading dock
		605	Loading racks
	Delta Petroleum	606	Loading racks
		613	Loading chute
	Dolly Lead	616	Building south side of track
	Headwater Resources	618	Unloading chute (ISG)
	GCC	623	Unloading chute
Commerce City	Suncor Energy	502	Loading racks
		503	Loading racks
		504	Loading racks
	Conagra	531	Under sheds at track
		532	Under sheds at track
	Ryerson	541	Going into the building; do not ride the cut when spotting
		Rocky Mountain Transload	561
	562		Do not ride beyond gate (Wasco)
	Koch Asphalt	706	Loading racks
	Suncor Asphalt	710	Loading racks
	McCoy Dock	714	Cement and wooden loading docks
	Valentine Lumber	721	Building side of rail
	Paxton Lumber	724	Building side of rail
	Waste Management	726	Building side of rail
Manna Pro	7348	Between buildings	
Denver	Colorado Petroleum	160	Unloading spots
	United West Supply	821	Going into building; don't ride the cut when spotting
		832	Building side of rail
	Fowler	834	Dock and fence
	Stone Container	836	Building side of rail
	Americold	839	Building side of rail
	ITW Plastics	847	Building
	American Warehouse	848	Building side of rail
		850	Building side of rail
	Western Beverage	846	Building side of rail
	General Chemical	852	Acid dumper

**Close Track Centers**

Location	Track Name	Track Nos.
Brush Yard	Yard	Tracks 103 - 105
Denver	Yard	Tracks 101 - 110, 124 - 130, 145 - 146

**Test Miles**

MP 144 to MP 145  
 MP 467 to MP 468  
 MP 532 to MP 533

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Brush Subdivision.

**Flash Flood Warnings**—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:  
 MP 0.0 to MP 2.0 Market Spur

**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

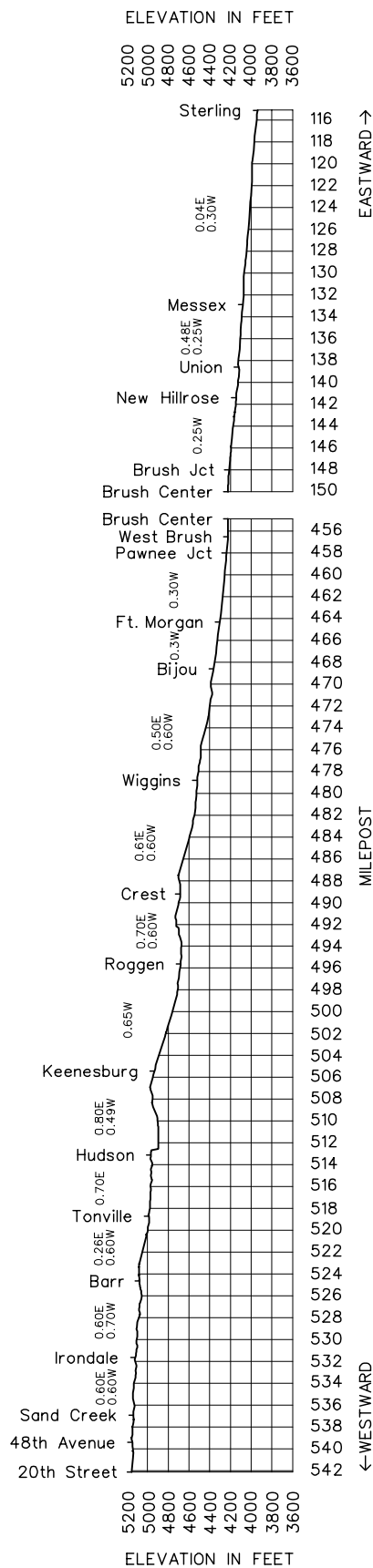
**Road Line Segments**

Line Segment	Limits
21 .....	Sterling to Brush Center
2 .....	Brush Center to 31st St. Yard
135 .....	31st St. Yard to 20th Street

**9. Other Location Information**

Name	Mile Post	Capacity in Feet	Switch Opens
84109 Old Hillrose	142.1	300	East
20894 Pawnee	459.0	370	East
20898 Moseley	462.1	750	West
20899 Excel	462.8	750	West
20901 F. Morgan Sugar Factory	464.7	2,500	East
20949 Rescar	512.2	7,000	Both
20971 Commerce City	534.9	600	East
20973 Sand Creek	536.9	12,000	Both

**10. Grade Chart**





S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Casper Subdivision <b>MAIN LINE STATIONS</b>		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ N O R T H W A R D
				Adjoining RR: MRL						
		30855	514.5	LAUREL	BR				8.5	
	5,169	32541	506.0	SILESIA					12.3	
	4,882	32528	493.7	FROMBERG					6.9	
		32521	486.8	EAST BRIDGER					10.7	
	8,111	32511	476.1	WADE					10.8	
		32499	465.2	LIMESTONE					6.1	
	4,584	32493	458.9	FRANNIE Adj. Sub: Cody, MP 458.1 Information for Frannie is found in the Cody sub timetable.	JT				6.3	
		32487	452.9	DEAVER					5.8	
		32481	447.2	COWLEY					5.4	
		32476	441.7	LOVELL					9.9	
	7,092	32466	431.7	KANE					9.8	
		32456	422.0	HIMES					6.6	
	4,142	32450	415.3	SPENCE					11.5	
	5,952	32438	403.9	GREYBULL	BR				7.8	
		32431	396.2	BASIN					8.9	
	3,410	32422	387.2	MANDERSON					11.1	
		32411	376.7	DURKEE					7.8	
		32403	368.4	WORLAND					8.5	
	7,641	32394	359.9	PULLIAM					11.8	
	3,685	32382	348.0	KIRBY					4.9	
	2,948	32377	343.1	LUCERNE		TWC	5		7.1	
		32370	336.0	THERMOPOLIS					4.4	
		32366	331.7	MINNESELA					8.7	
		32358	323.2	DORNICK					8.0	
	5,094	32349	314.7	PIPER					10.8	
	8,424	32339	304.0	BONNEVILLE					0.5	
		32338	303.9	SHOBON Adj. RR: BDW, MP 303.7	J				13.4	
	6,360	32325	290.4	GATE					7.9	
		32314	282.5	LOST CABIN Adj. RR: BDW, MP 282.5	J				8.7	
		32307	273.8	MADDEN					13.5	
	6,592	32294	260.4	ARMINTO					19.0	
	7,993	32275	241.5	POWDER RIVER					17.6	
	3,994	32257	223.9	BUCKNUM					10.6	
	5,663	32247	213.0	BISHOP Adj. RR: BDW, MP 212.4	J				11.1	
		32236	202.2	CASPER	BR				24.0	
	5,290	32212	178.2	GLENROCK					7.2	
		32205	171.0	CLAYTON					12.5	
	5,490	32192	158.6	RICHARDS					9.8	
	4,015	32182	148.8	DOUGLAS					14.4	
	5,625	32167	134.4	ORIN	R				1.2	
		32166	133.2	BRIDGER JCT.	JR				382.3	
Adjoining Sub: Orin, Powder River Division Adjoining Sub: Canyon, Powder River Division										

Radio Call-In		
<b>Radio Channel 044 in service Laurel to Casper</b>		
Laurel – 53(X)	Bridger – 55(X)	Frannie – 50(X)
Lovell – 52(X)	Greybull – 58(X)	Basin – 48(X)
Worland – 56(X)	Thermopolis – 59(X)	Dornick – 45(X)
Boysen North – 54(X)	Boysen Tunnel - 47(X)	Bonneville – 51(X)
Lysite – 49(X)	Arminto – 57(X)	Powder River – 46(X)
Casper – 53(X)		
<b>Radio Channel 070 in service Limestone to Stucco for Switching</b>		
<b>Radio Channel TX 088/RX 014 in service Greybull Yard</b>		
<b>Radio Channel TX 048/RX 088 in service in Casper Yard</b>		
<b>Radio Channel 070 in service Casper to Bridger Jct.</b>		
Glenrock – 64(X)	Douglas – 61(X)	
Emergency – 911		
DS X=0, Mechanical Desk X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

**Dispatcher Information**  
 Laurel to Casper  
 0530-2130 M-F—817-867-7109, Fax 817-352-7032  
 2130-0530 M-F and all times S/S 817-867-7109, Fax 817-352-7032  
 Casper to Bridger Jct  
 0530-2130—817-867-7094, Fax 817-352-7030  
 2130-0530—817-867-7057, Fax 817-352-7069

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

	<b>Freight</b>
MP 514.5 to MP 133.2, including trains	
100 TOB and greater .....	40 MPH.

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

MP 514.5 to MP 513.0 .....	25 MPH.
MP 501.6 to MP 501.4 .....	30 MPH.
MP 498.4 to MP 498.2 .....	40 MPH.
MP 438.9 to MP 438.6 .....	35 MPH.
MP 425.0 to MP 424.0 .....	30 MPH.
MP 424.0 to MP 423.4 .....	10 MPH.
MP 414.4 to MP 413.5 .....	30 MPH.
MP 338.5 to MP 316.4 .....	30 MPH.
MP 196.5 to MP 178.5 .....	30 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**  
 Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.  
 All siding turnouts..... 10 MPH.

**1(D). Speed—Other**  
 Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated.

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

**2. Bridge and Equipment Weight Restrictions**  
**Maximum Gross Weight of Car**  
 Laurel to Bridger Jct ..... 143 tons, Restriction A  
 Not more than one six-axle locomotive or six-axle derrick permitted on the following tracks:  
 Worland Crown Cork and Seal Track 4201

**3. Type of Operation**

**CTC**—in effect:  
MP 133.2

**TWC**—in effect:  
MP 514.5 to MP 133.2

**Restricted Limits**—in effect:  
MP 514.5 to MP 513.2  
MP 406.5 to MP 402.6  
MP 206.0 to MP 196.5  
MP 136.0 to MP 133.2

**4. Subdivision Specific Rules Information**

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Casper subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of transmission:  
“BNSF 9373 South approach signal Orin Jct. at 35 MPH”.

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

**GCOR Rule 6.2**—All northbound crews out of Greybull and southbound crews out of Laurel need to obtain GTBs from the MRL Dispatcher, company line 8-523-1562 or 8-523-1463.

**GCOR/MWOR Rule 6.19**—When flagging is required, the distance will be 2.0 miles.

**GCOR Rule 6.21.3**—Slide / Track Obstruction established on this subdivision.

When a train is advised in the words, “Between (location) and (location) be governed by Rule 6.21.3”, within specified limits, train must not exceed 20 MPH, watching out for slide, rock, washout or debris on track.

Train crews are reminded to regulate speed where visibility is limited (ex. curvature of track, weather, etc.)

**GCOR/MWOR Rule 6.28**—MRL responsibility is from MP 514.5 to and including Laurel Yard. Rule 6.28 applies to Main Track.

**GCOR/MWOR Rule 8.3**—The normal position of main track switches does not apply at Orin at the main track switches at MP 134.5 and at MP 135.6, Orin at the switch from the new north leg of the wye to the siding, Casper at the main track switches at MP 200.9 and at MP 202.3, or at Greybull at the main track switches at MP 403.4 and at MP 405.1. These switches may be left lined as last used. Trains must approach these switches expecting to find them lined against their movement.

**GCOR Rule 15.1**—All northbound crews out of Greybull and southbound crews out of Laurel need to obtain an initial station track warrant from the MRL Dispatcher company line 8-523-1562 or 8-523-1463.

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

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
- MP 488.9—Recall Code 537
  - MP 460.9—Recall Code 508
  - MP 440.0—Recall Code 528
  - MP 417.4—Recall Code 527
  - MP 392.5—Recall Code 588
  - MP 363.3—Recall Code 568
  - MP 339.6—Recall Code 598
  - MP 310.5—Recall Code 518
  - MP 286.7—Recall Code 578
  - MP 257.9—Recall Code 577
  - MP 231.7—Recall Code 468
  - MP 183.3—Recall Code 648
  - MP 153.5—Recall Code 618

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

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

**Casper**—Cars must not be left on the track serving the Black Hills Bentonite Company, MP 203.7, between the main track switch and the derail which is 529 feet north of the main track clearance point.

At Casper, prior to the departure of all northward trains destined for Greybull, the engineer or his designee must take fuel readings on all working locomotives in the consist. Locomotives of all types must have a minimum of 1500 gallons to ensure they will reach Laurel without running out of fuel. It is the responsibility of both the engineer and the conductor to notify the Casper Subdivision Dispatcher of any locomotives with less than the minimum required fuel level (1500 gallons at Casper and 600 gallons at Greybull) sufficiently in advance of the trains arrival at Greybull so that, when necessary, arrangements can be made for a fuel truck to be standing by to minimize train delay at Greybull.

**Piper**—Sign for Southbound POS Switch at Piper is at MP 317.8.

**Dave**—Crews operating to or from this facility must have a copy of the current General Notice outlining instructions for spotting, servicing and reporting work.

**Bridger Jct.**—Southward trains at Bridger Jct. must contact the Valley Subdivision Dispatcher on Channel 77 for movement on to the Canyon Subdivision.

**Remote Control Areas**

- MP 406.5 to MP 402.6
- MP 206.0 to MP 196.5

**Remote Control Zones**—None

**SSI—Switch Control/Monitoring Systems**

Turnouts Equipped With Two Switch Machines (Moveable Point Frogs/Swing Nose Frogs/Derail):

Bridger Jct.

POS in effect

**Switching Industries**—At all industries, loaded cars scheduled for pickup will be inspected by ground service personnel. If any are found to be leaking, they must be left at the plant. Report these cars as bad orders, so that they can be repaired before pick up.

**Close/No Clearance Locations**

Location	Track Name	Track No.	Obstruction
Edgar	Co-op	3181	East side of track
Fromberg	Fromberg Elevator	3171	East side of track
East Bridger	Yellowstone Bean	3161	East side of track
Limestone	Montana Limestone	3141	East side of track, under loading tipple
		3142	Under tipple
Frannie	Wyoming Lime Producers	3130	Under loadout track
Sage Creek	Wyo-Ben	3100	Load out building track
Lovell	Western Sugar	3080	Inside sugar house
		3082	Molasses at load out
		3090	Pulp track at load out
	Big Horn Co-op	3051	Elevator track
Quality	American Colloid	3045	Hopper track north end pole
		3046	Box track building/loading dock
		3060	Cat track load out building
Baroid	BPM	3040	Load out building
		3041	Load out building
Himes	Georgia Pacific	3031	Building, lead
		3032	Building, lead
Stucco	Wyo-Ben	3020	West side of track near buildings
Magcove	MI Swaco	3001	All tracks within the plant confines
		3010	
		3011	
		3012	
		3013	
		3014	
		3015	
Greybull	Cement Track	141	Load out west side
Basin	Terralogics	4272	East side of track
	Big Horn Co-op	4271	Buildings, loading dock
Durkee	Devon Energy	4256	South side of track along fuel racks
Worland	Coors Brewing	4240	Gate, building & scale house
	Black Hills Bentonite	4208	Building and load out
	Crown Cork	4201	Building
	Admiral Beverage/Big Horn Co-op	4206	East side of track
	Dow Chemical	4204	West side of track
Lucerne	Wyo-Ben	4161	Load out building track
Bucknum	Back Track	4021	May only ride car on the main line side
Casper	Western Distributors	220	Stop and dismount car before approaching cement dock
	Homax	231	Do not ride car beyond derail into industry
	Safety Kleen	234	Do not ride car beyond derail into industry
	Wyoming Recycling	236	Do not ride car beyond derail into industry
	LSI Lube Services Inc	237	Do not ride car beyond derail into industry
	House Track	246	Do not ride car beyond clearance sign to loading dock
	Homax	252	Do not ride car beyond derail into facility
	Casper Star Tribune	262	Do not ride car beyond switch to loading dock
	Black Hills Bentonite	280	Do not ride car on main line side under canopy
		281	
	Dacotach Portland Cement	301	Do not ride car beyond derail into facility
UBC Lumber	335	Do not ride car beyond gates to facility	

Casper (cont.)	Nalco Chemical	345	Do not ride car beyond crossing inside facility
	Little America Refineries	360	Do not ride car beyond west crossing at facility
		361	Do not ride car beyond west crossing at facility
	Homax - Link Oil Haliburton	365	Do not ride car beyond gates to facility
	Vopak	380	Do not ride car beyond derail into facility
	Evansville Polypipe	392	Dismount car prior to passing pipe manifold in facility
Glenrock	Black Hills Lignite	5011	East end to loading dock
Clayton	Dave Johnston	5022	Dumping facility
Dave	Pacific	5097	May only ride car on MT side
Edgar	Towncospas	3181	East side of track

**Close Track Centers**

Location	Track Name	Track Nos.
Brush Yard	Yard	Tracks 103 - 104

**Test Miles**

MP 386.0 to MP 385.0  
 MP 215.0 to MP 214.0  
 MP 194.0 to MP 193.0

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 483.0 to MP 482.5  
 MP 438.0 to MP 434.0  
 MP 428.0 to MP 405.0  
 MP 403.0 to MP 396.0  
 MP 389.0 to MP 381.0  
 MP 377.0 to MP 373.0  
 MP 336.0 to MP 318.0  
 MP 304.0 to MP 271.0  
 MP 261.0 to MP 243.0  
 MP 225.0 to MP 224.0  
 MP 187.0 to MP 175.0  
 MP 171.0 to MP 163.0  
 MP 146.0 to MP 139.0

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

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

**Road Line Segments**

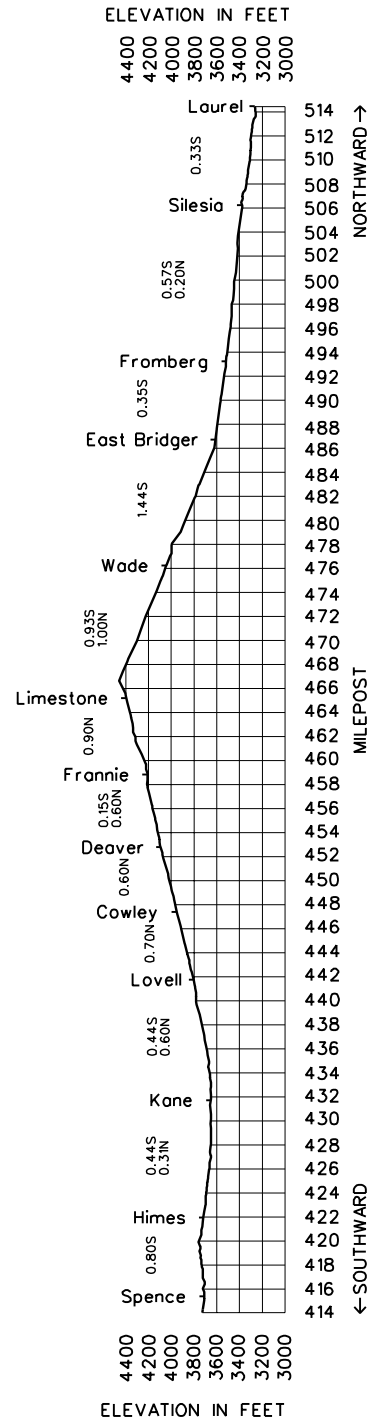
**Line Segment Limits**

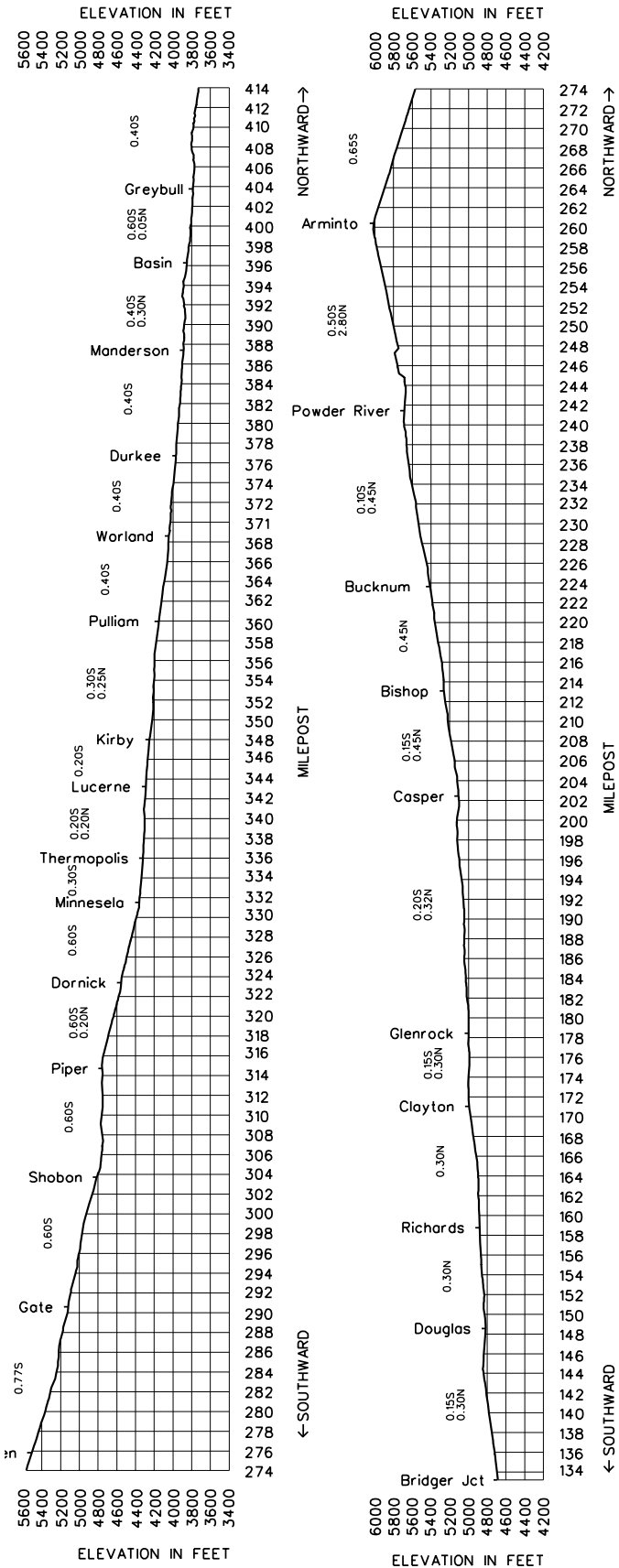
5 ..... Laurel to Bridger Jct.

9. Other Location Information

Name	Mile Post	Capacity in Feet	Switch Opens
32534 Edgar	499.5	2,414	North
32528 Fromberg	493.7	2,000	Both
32500 Montana Limestone Rock Track	466.0	20,811	Both
32500 Montana Limestone Truck Track	466.0	8,561	Both
32500 Montana Limestone Pass Track	465.3	1,821	Both
32500 Wyoming Lime Company	460.5	1,385	South
32493 Frannie	458.9	Yard	Both
32487 Deaver	452.9	4,044	Both
32481 Cowley	447.2	4,447	Both
32479 Sage Creek Spur	444.4	1,200	Both
32476 Lovell	441.7	1,593	Both
32476 Lovell	441.7	1,531	Both
32473 Quality 3 Tracks	438.7	1,880	Both
32468 Baroid 2 Tracks	433.7	3,500	Both
32456 Himes	422.0	3,616	Both
32446 Stucco	411.6	2,465	Both
32440 Magnet Cove	406.1	7,021	South
32431 Basin	396.2	4270	Both
32431 Basin	396.2	4271	Both
32405 Coors	372.0	1,417	Both
32403 Worland	368.4	Yard	Both
32370 Thermopolis	336.0	1450	South
32366 Minnesela	331.7	2,741	Both
32358 Dornick	323.2	4,323	Both
32318 Lysite	283.5	1,653	South
32307 Madden	273.8	3,573	Both
32269 Sodium	235.3	480	South
32247 Bishop	212.5	Yard	North
32247 Bishop	210.8	Yard	South
32207 Dave 2 Tracks	173.1	6,000	South
32205 Clayton	171.0	4,075	Both
32182 Douglas	148.8	5,050	North
32167 Orin / Back Track	134.4	1,400	Both

10. Grade Chart





WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Cody Subdivision BRANCH LINE STATIONS			Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Type of Oper.	Line Segment		
Adjoining Sub: Casper								
	32493	0.8	FRANNIE	RJT	TWC	330	13.7	
	86514	14.5	GARLAND				5.0	
	86519	19.5	POWELL				6.0	
	86525	25.5	RALSTON				17.1	
	86542	42.6	CODY	BRT			41.8	
End of Track								

**Radio Call-In**

**Radio Channel 070 in service Frannie to Cody**  
No tone-ins available

Emergency & tone-in information is found in the Casper sub timetable

**Dispatcher Information**

0530-2130 M-F—817-867-7093, Fax 817-352-7070  
2130-0530 M-F & all times S/S—817-867-7109, Fax 817-352-7032

**1. Speed Regulations**

**1(A). Speed—Maximum**

**Freight**

MP 0.8 to MP 42.7 ..... 25 MPH.

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

MP 0.8, Frannie, east leg of wye ..... 10 MPH.  
MP 20.0, Powell, Bent Str crossing, HER ..... 10 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated.  
Cody yard tracks ..... 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 ..... 143 tons, Restriction D  
Six-axle locomotives and six-axle derricks are not permitted on the following tracks:  
O'Donnell      Set Out Track      Track 3640  
Frannie      Loaded grain trains not permitted on east leg of wye.

**3. Type of Operation**

**TWC**—in effect:  
MP 0.8 to MP 40.6  
**Restricted Limits**—in effect:  
MP 0.8 to MP 2.0 including both the east and west legs of wye  
MP 40.6 to MP 42.7

**4. Subdivision Specific Rules Information**

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

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

**6. FRA Exempted Track—None**

**7. Special Conditions**

**Cody**—Locomotives must be parked on the main track beside the depot. Do not park locomotives on the cement track.

**Close/No Clearance Locations**

Location	Track Name	Track No.	Obstruction
Garland	ADM	3610	North side of track
Powell	Sulfur Track	3631	South side of track
	Big Horn Co-op	3623	South side of track
		3625	South side of track
	Valley Bean & Simplot	3622	North side of track
3624		North side of track	
Ralston	Busch Ag	3655	Loading tipple track
Cody	Park County Redi-Mix	3701	South side of track
	Stock Track	3720	Building
	Celotex	3770	Building

**Test Miles**

WWD MP 5.0 to MP 6.0  
EWD MP 38.0 to MP 37.0

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:  
None

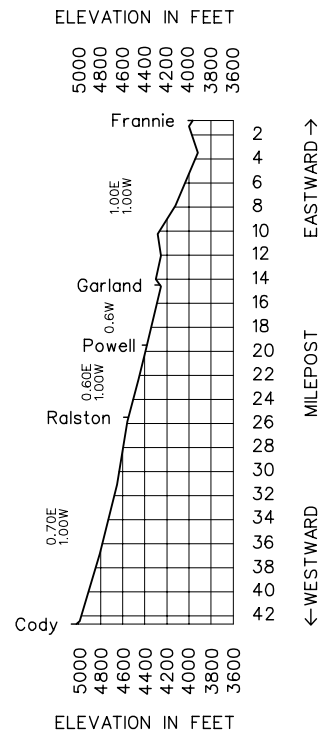
**8. Line Segments**

**Road Line Segments**  
**Line Segment Limits**  
330 ..... Frannie to Cody

**9. Other Location Information**

Name	Mile Post	Capacity in Feet	Switch Opens
85722 O'Donnell	22.5	800	Both
86525 Busch Ag Res	26.9	1,300	East

**10. Grade Chart**



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Dalhart Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				Information for Sixela is found in the Twin Peaks sub timetable.						
		40790	454.2	SIXELA					1.3	
N 8800 S 8400	40788	452.9	TEXLINE				ABS TWC		11.3	
	40777	441.6	PERICO						7.1	
6,904	40770	434.5	GUY						16.9	
	40753	417.6	DALHART		BMRT				0.1	
		417.5	UP RRX Adj. RR: UP, MP 417.5		JM		CTC		13.8	
	40738	403.7	HARTLEY						15.6	
6,765	40723	388.1	CHANNING				ABS TWC	485	16.4	
6,771	40708	371.7	TASCOSA						12.5	
6,488	40691	359.2	BODEN						11.9	
8,079	40682	347.3	GENTRY						11.6	
	53200	335.7	AMARILLO		BRTY				0.3	
		335.4	DALHART JCT. Adj. Sub: Hereford, Kan Div., MP 335.3		JRT		CTC		0.5	
		334.4	EAST TOWER		JMT				119.3	
Adjoining Sub: Boise City Adjoining Sub: Hereford, Kansas Division										

MP 338.2 to MP 334.4 is under the jurisdiction of the Kansas Division

Radio Call-In		
Radio Channel 070 in service Sixela to Amarillo		
Texline - 39(X)	Dalhart - 38(X)	Channing - 37(X)
Tascosa - 36(X)	Amarillo W - 35(X)	
UP Channel 70 tone 1*1 or Channel 14 tone *11 at Dalhart		
Emergency - Call 911		
DS X=0, Mechanical Desk X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

**Dispatcher Information**  
 817-867-7057, Fax 817-352-7069  
 800-726-1070—UPRR Dispatcher

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Freight
MP 454.2 to MP 419.2 .....	60 MPH.
Loaded coal trains & freight trains	
100 TOB and greater .....	50 MPH.
MP 419.2 to MP 415.5 .....	20 MPH.
MP 415.5 to MP 338.0 .....	60 MPH.
Loaded coal trains & freight trains	
100 TOB and greater .....	50 MPH.
MP 338.0 to MP 334.9 .....	20 MPH.
MP 334.9 to MP 334.4 .....	10 MPH.

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

MP 454.2 to MP 452.4 .....	49 MPH.
MP 452.4 to MP 452.2 .....	40 MPH.
MP 417.6 to MP 417.5 .....	20 MPH.
MP 387.0 to MP 379.0 .....	45 MPH.
MP 381.3, Bridge 381.3, cars heavier than 143 tons.....	25 MPH.
MP 379.0 to MP 361.1 .....	49 MPH.
MP 361.1 to MP 359.3 .....	45 MPH.
MP 359.3 to MP 349.9 .....	49 MPH.
MP 349.9 to MP 341.4 .....	45 MPH.
MP 341.4 to MP 338.0 .....	35 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Freight
MP 452.9, Texline, N siding turnouts .....	10 MPH.
MP 452.9, Texline, S siding turnouts.....	10 MPH.
MP 434.5, Guy, siding turnouts .....	10 MPH.
MP 388.1, Channing, siding turnouts.....	10 MPH.
MP 371.7, Tascosa, siding turnouts .....	10 MPH.
MP 359.2, Boden, siding turnouts.....	10 MPH.
MP 347.3, Gentry, siding turnouts.....	10 MPH.
Dalhart, north switch track 4198 and Dalhart, south switch track 4198 .....	20 MPH.

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated.

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

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

Texline to Amarillo ..... 143 tons, Restriction A

**3. Type of Operation**

**CTC—in effect:**  
 MP 417.6 to MP 417.5  
 MP 335.4 to MP 334.4

**ABS—in effect:**  
 MP 454.2 to MP 419.2  
 MP 415.5 to MP 338.0

**TWC—in effect:**  
 MP 454.2 to MP 417.6  
 MP 417.5 to MP 340.1

**Yard Limits—in effect:**  
 MP 340.1 to MP 338.0

**Restricted Limits—in effect:**  
 MP 419.2 to MP 417.6  
 MP 417.5 to MP 415.5  
 MP 338.0 to MP 335.4

**Interlockings**

Mile Post	Type	Notes
MP 417.6	Manual	
MP 417.5	Manual	Controlling RR UP
MP 334.4	Manual	

All movements through UP interlocking must be with the authority of the UP Control Operator or by signal indication.

**4. Subdivision Specific Rules Information**

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Dalhart subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of transmission:

"BNSF 9373 North approach signal SSS Gentry at 35 MPH".

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

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

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

**GCOR Rule 8.19**—Automatic switches: Texline, Guy, North Switch 4198 Dalhart, Hartley, Channing, Tacosa, Boden, and Gentry.

**GCOR Rule 8.20**—Derails are installed on the storage track at Hartley.

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

- A. Protecting bridges, tunnels or other structures:
  - MP 393.0 (SWD only)—Recall Code 378
  - MP 365.1 (NWD only)—Recall Code 368
- B. Other TWD locations
  - MP 438.8—Recall Code 398
  - MP 422.0—Recall Code 388
  - MP 406.0—Recall Code 377
  - MP 393.0 (NWD only)—Recall Code 378
  - MP 365.1 (SWD only)—Recall Code 368

**6. FRA Exempted Track**

Track 7112, ACR Main, Amarillo North Yard (MP 335.5 to MP 334.3).

**7. Special Conditions**

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

Locomotive watering location is MP 453.2 north of the depot. Access is off of track 4602.

**Dalhart**—Before entering the main track within restricted limits at Dalhart, trains and engines must contact the dispatcher to ascertain if there are any approaching trains.

**Sweetbran**—At Dalhart crews operating to or from this facility must have a copy of the current General Notice outlining instructions for spotting, servicing and reporting work.

**Amarillo**—Before entering or moving within Yard Limits and Restricted Limits, communicate with the yardmaster for instructions. Alternate radio channel 066 in use by Dalhart Road Switcher.

**Remote Control Areas**

- MP 338.0 to MP 334.4

**Remote Control Zones**

- RCZ NYD—Amarillo North Yard on the Long Lead, track 7100, between the Buchanan Street overpass westward approximately 650 feet to the clearance point of the West Switch track 7152 (Incline).
  - RCZ NYD Activation/Deactivation Process—Remote control operator will contact the North Yard Yardmaster and request that Remote Control Zone be activated. Amarillo North Yard Yardmaster will record activation of zone and will notify remote control operator. Remote control operator will then display “Remote Control Zone Activated” sign to activate Remote Control Zone and notify Amarillo North Yard Yardmaster that Remote Control Zone has been activated. Remote Control Zone will remain activated until remote control operator has dropped the “Remote Control Activated” sign to deactivate the zone. The remote control operator will then notify the North Yard Yardmaster that the Remote Control Zone is now deactivated. The Amarillo North Yard Yardmaster cannot deactivate the zone without notification from the remote control operator.

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

**Close/No Clearance Locations**

Location	Track Name	Track No.	Obstruction
Texline	Farming Tech	4606	Structures on east side
	Poole Chemical	4603	Fence on west side
Perico	Elevator Track	4501	Structures on east side
Ware	Elevator Track	4397	Structures on east side
Dalhart	Poole Chemical	4110	Structures on west side
	Benchmark Grain	4106	Structures on west side
	Consumers Grain	4105	Elevator
	Bartlett Lumber	4108	Gate
	Cow Feed	4109	Fence on west side
Hartley	Hereford Grain	4037	Structures on east side
Channing	Sooner Trading	3881	Structures on east side

**Close Track Centers**

Location	Track Name	Track Nos.
Hartley	Hereford Grain	4037 - 4038

**Test Miles**

- MP 447.5 to MP 446.5
- MP 353.0 to MP 352.0

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 452.0 to MP 450.0
- MP 403.0 to MP 402.0
- MP 386.0 to MP 383.0
- MP 380.0 to MP 379.5
- MP 369.0 to MP 368.0
- MP 365.5 to MP 364.0

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

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

**Road Line Segments**

**Line Segment Limits**

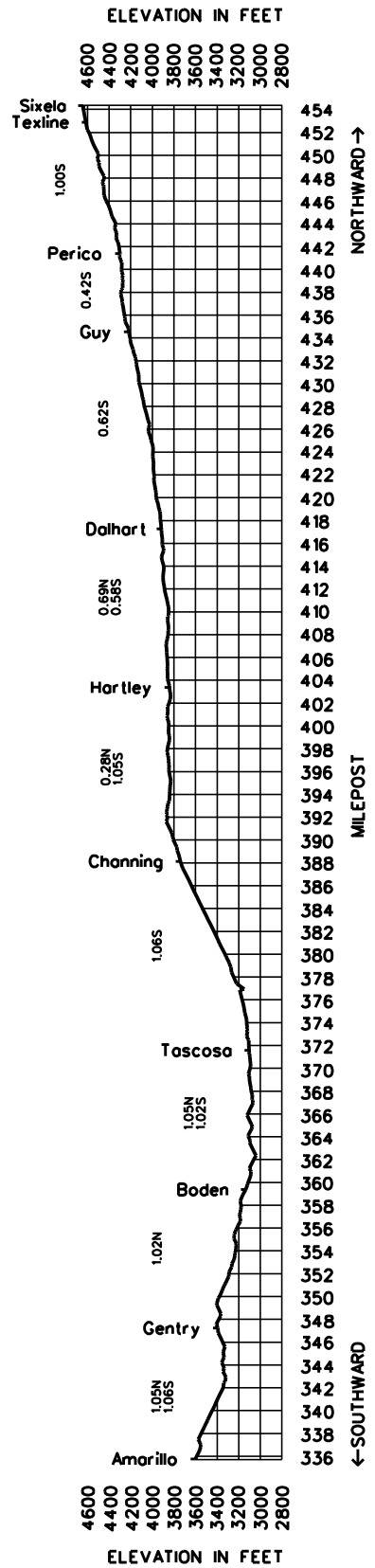
485 ..... Sixela to East Tower



9. Other Location Information

Name	Mile Post	Capacity in Feet	Switch Opens
40788 Texline - Rip Track	453.4	2,300	Both
40788 Texline - Poole Chemical	452.8	2,461	Both
40777 Perico	442.1	4,546	Both
40770 Guy	435.1	6,904	Both
40767 Ware	431.2	1,657	South
40735 Dalhart - Pass Track	419.24	7,900	Both
40735 Dalhart - Track 20 - Stock Track	418.28	1,600	Both
40735 Dalhart - Track 1	418.27	2,800	Both
40735 Dalhart - Track 2	418.26	2,600	Both
40735 Dalhart - Gooch Track	417.49	2,600	Both
40735 Dalhart - United Ag	417.36	500	Both
40735 Dalhart - Cow Feed	417.36	2,000	North
40735 Dalhart - Bartlett Lumber	417.36	800	South
40736 Hartley - Siding	404.6	6,900	Both
40736 Hartley - Dalhart Consumers / Helena Chemical	403.6	3,200	Both
40736 Hartley - Spur Track	403.1	3,200	South
40723 Channing - Sooner Trading	388.7	2,200	Both
40723 Channing - Spur Track	388.4	800	South
40708 Tascosa - Back Track	372.5	400	North
40691 Boden - Back Track	358.4	400	South

10. Grade Chart



**26 COLORADO DIVISION—No. 7—July 11, 2012—Front Range Subdivision**

S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Front Range Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	N O R T H W A R D ↑
				Adjoining Sub: Canyon, Powder River Division Information for Wendover is found in the Canyon sub timetable.						
	8,235	32137	240.8	WENDOVER	JRT				10.2	
	4,660	41367	230.6	DWYER					10.1	
		41357	220.5	MOBA JCT.					6.2	
	5,832	41351	214.3	WHEATLAND	B				11.7	
	3,942	41339	202.6	BORDEAUX					13.9	
	8,182	41325	188.7	CHUGWATER					18.7	
	4,011	41307	170.0	LAMBERT					13.0	
	4,634	41294	157.0	ALTUS					4.6	
	3,921	41289	152.4	HORSE CREEK					13.6	
	8,562	41276	138.8	FEDERAL					19.4	
		41256	119.4	CHEYENNE	BJRT				6.4	
	3,942	41249	113.0	SPEER					13.4	
		41236	99.6	NORFOLK					2.9	
		41233	96.7	PLATTE RIVER JCT.					5.0	
	7,216	41228	91.7	OWL CANYON					15.2	
	7,295	41213	76.5	NORTH YARD	J				1.9	
			74.6	UPRR CROSSING	U				0.2	
		41211	74.4	FT. COLLINS	J				13.7	
	4,079	41197	60.7	LOVELAND	J				10.3	
	7,685	41187	50.4	LONGS PEAK					1.2	
		41186	49.2	HIGHLAND					5.6	
		41180	43.6	LONGMONT	BJT				16.3	
	3,948	41168	27.3	BOULDER					13.3	
	8,976	41151	14.0	BROOMFIELD					9.5	
		41141	4.5	CLEAR CREEK	R				1.1	
		41140	3.4	UTAH JCT.	JMR				2.4	
		84301	1.0	PROSPECT JCT.	JRX				0.2	
			0.8	23RD STREET	JM				0.8	
		41137	0.0	DENVER UD	BJ				240.8	
Adjoining RR: UP										

Radio Call-In		
Radio Channel 045 in service at Wendover to contact Guernsey Yardmaster		
Radio Channel 070 in service Wendover to Utah Jct.		
Wendover Front Range Sub DS – 38(X) Canyon Sub DS – 48(X)	Wheatland – 37(X)	Chugwater – 36(X)
Farthing – 39(X)	Horse Creek – 35(X)	Cheyenne – 34(X)
Ft Collins – 43(X)	Berthoud – 32(X)	Longmont – 31(X)
Broomfield – 61(X)	Golden – 63(X)	Denver – 62(X)
Radio Channel 096 in service at Denver for Amtrak		
Amtrak – 32(X)		

Radio Channel 039 in service Utah Jct. to Denver Union Depot
Denver Yd – 31(X)
Radio Channel 066 in service at Prospect Jct, Main Track, Coal 1 and Coal 2
Denver – 31(X)
Emergency - Call 911
DS X=0, Mechanical Desk X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5
Radio Channel 79 in service Switch Yard (31st and 38th Streets) unless instructed by yardmaster.
Radio Channel 76 in service Switch Yard Rennick, all industry jobs in the Denver Terminal Complex, and when industry jobs leave the Main Track to perform industrial switching.
Radio Channel 78 in service as Yard Information Channel including all BNSF crew haulers and contract drivers.
Radio Channel 31 in service Mechanical and MW Employees in Denver Yard, including the Locomotive Facility.
UPRR Radio Channel 92 – Call-in *86 for Utah Jct., C & S Jct.
Radio Channel 39 in service for industry jobs/inbound/outbound crews and yardmasters 31st Street, 38th Street and Rennick.

**Dispatcher Information**

Wendover-Utah Jct, 0530-2130—817-867-7094, Fax 817-352-7030  
 Wendover-Utah Jct, 2130-0530—817-867-7057, Fax 817-352-7069  
 Utah Jct to Denver UD—817-867-7087, Fax 817-352-7028  
 UPRR Moffat Subdivision dispatcher—402-636-1658

**1. Speed Regulations**

**1(A). Speed—Maximum**

	<b>Freight</b>
MP 240.8 to MP 0.0 .....	49 MPH.
Trains 100 TOB and greater .....	49 MPH.

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

MP 240.8, Wendover, east leg of wye .....	10 MPH.
MP 238.0 to MP 227.0 .....	30 MPH.
MP 220.5 to MP 219.0 .....	25 MPH.
MP 217.5 to MP 213.5 .....	40 MPH.
MP 211.3 to MP 206.8 .....	30 MPH.
MP 165.3 to MP 146.8 .....	30 MPH.
MP 146.8 to MP 143.2 .....	40 MPH.
MP 132.0 to MP 130.4 .....	40 MPH.
MP 110.6 to MP 110.1 .....	30 MPH.
MP 105.7 to MP 99.6 .....	40 MPH.
MP 78.5 to MP 74.7 .....	20 MPH.
MP 72.8 (Prospect Str) to MP 74.7 (N College Ave), NWD .....	15 MPH.
MP 74.7 to MP 72.8 (Prospect Str), SWD, HER .....	15 MPH.
MP 72.8 to MP 68.8 .....	40 MPH.
MP 62.0 to MP 58.3 .....	25 MPH.
MP 54.7 to MP 53.7 .....	40 MPH.
MP 49.8 to MP 45.3 .....	40 MPH.
MP 45.3 to MP 43.0 .....	20 MPH.
MP 42.6 to MP 42.5, HER.....	20 MPH.
MP 42.2 to MP 42.1, HER.....	20 MPH.
MP 32.3 to MP 13.7 .....	30 MPH.
MP 31.5 to MP 27.8, HER.....	20 MPH.
MP 6.5 to MP 4.0 .....	25 MPH.
MP 3.4 Utah Jct. MT to MP 1.0 Denver UD .....	10 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

All sidings..... 10 MPH.

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated.

	<b>Freight</b>
Longmont to Barnett .....	10 MPH.
Broomfield to Lafayette .....	10 MPH.
Denver UD to Prospect Jct., NWD passenger trains .....	10 MPH.
Through Denver UD limits.....	10 MPH.
Junction Switch to Price St. Xing on the Longmont to Barnett spur, HER.....	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**

Wendover to Denver UD .....	143 tons, Restriction A
Burns Jct. to Lafayette.....	143 tons, Restriction E
Longmont to Barnett.....	143 tons, Restriction D

Six-axle locomotives and six-axle derricks in excess of 175 tons not permitted on following tracks:  
Broomfield and Lafayette  
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:  
MP 238.0 to MP 4.0

**CTC**—in effect:  
MP 1.1 to MP 1.0—At Prospect Jct. to include 20th Street on Pikes Peak Subdivision (Balloon Track) and Prospect Jct. to Fox Jct. (UPRR). Controlled by BNSF Brush dispatcher.  
MP 0.8 to MP 0.7—23rd Street controlled by BNSF Brush dispatcher.

**Restricted Limits**—in effect:  
MP 240.8 to MP 238.0  
MP 122.6 to MP 117.6  
MP 4.0 to MP 1.1

**Interlockings**

Mile Post	Type	Notes
3.4	Manual	#
0.8	Manual	

# Additional information located in Item 7

**4. Subdivision Specific Rules Information**

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Front Range subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of transmission:  
“BNSF 9373 South approach signal Clear Creek at 20 MPH”.

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

**GCOR Rule 5.8.4, Whistle Quiet Zone**—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Cheyenne, WY	120.70	Old Glory Road

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

**GCOR/MWOR Rule 6.28**—in effect:  
Between Longmont and Barnett  
Between Burns Jct. and Lafayette  
Between Denver UD and Prospect Jct. (Buck Lead)

**GCOR/MWOR Rule 8.3**—At Rennick, yard lead switch and Wendover Rule 8.3 does not apply. Main track switches may be left lined as last used. Trains must approach these switches expecting to find them lined against their movement. At Rennick yard lead switch the main track switch at MP 3.0 must be locked.

Rule 8.3 is in effect at Cheyenne for the main track switches at MP 119.2, MP 119.3 and at MP 120.3. Trains must approach these switches expecting to find them lined against their movement.

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

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
  - MP 238.8—DED—Exception Reporting
  - MP 233.4—DED—Exception Reporting
  - MP 230.0—DED—Exception Reporting
  - MP 225.8—Recall Code 388
  - MP 183.5—Recall Code 368
  - MP 162.5—Recall Code 398
  - MP 144.5—Recall Code 358
  - MP 107.3—Recall Code 347
  - MP 87.8—Recall Code 438
  - MP 67.8—Recall Code 438
  - MP 38.3—Recall Code 318

**6. FRA Exempted Track**

Lyons Industrial Spur and Lafayette Branch.

**7. Special Conditions**

**Moba**—MOL Laramie River Power Plant. Crews operating to or from this facility must have a copy of the current General Notice outlining instructions for spotting, servicing and reporting work.

**Wheatland**—Northward trains setting out or picking up must stop with the head end of the train in the clear of Cole Street Crossing MP 213.34.

Southward trains setting out or picking up must stop with the head end of the train in the clear of Oak Street Crossing MP 214.36.

**Lambert**—The siding must be used for southward train movement only, switching moves excepted.

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

**Cheyenne**—Begin ACS test loop and end ACS test loop signs are located on track 4301 on the downtown lead.

Southbound trains must not proceed south of Roundtop Road, MP 122.4, without permission from the Warren Air Force Base Security Police. Northbound trains or yard movements must not proceed north of the Interstate 25 overpass without permission. Contact the dispatcher to obtain the required permission to proceed.

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

The solar switch at MP 120.4 may be put into reverse position by push button or by radio. This switch uses radio channel 076. Enter #12011 for normal position and #12033 for reverse position. There is a push button on the switch to place the switch into normal or reverse position.

Movements will be governed by the signal on the switch for which direction switch is lined, green for normal and yellow for reverse. There is a track circuit in front of and behind the switch that once it is occupied it will not allow the switch to be thrown. This is not a variable switch. Do not run through this switch.

When trains are yarded at Cheyenne for later departure and it is necessary to double a portion of the train to another track, the crew making the double over must place the power back to the larger portion of the train and recharge the air system leaving the air brakes set. This will eliminate the necessity of a walking inspection of the entire train when preparing to depart.

**PRR Platte River Junction**—Crews operating to or from this facility must have a copy of the current General Notice outlining instructions for spotting, servicing and reporting work.

**Loveland**—All GWR Traffic must be set out on the siding at Loveland north of East 10th Street using the requirements of GCOR Rule 6.32.

Crews making setouts on Loveland siding must allow an engine length at the GWR Lead Switch. When necessary, East 10th St. must be cut.

Train indicator and vehicular traffic lights are located on Great Western Spur at Lincoln Street Crossing, MP 0.02 and Cleveland Street Crossing, MP 0.015. If train indicator signals do not display a proceed indication when train movement is within 100 feet of crossing, movement will proceed per Rule 6.32.2.

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

**Lyons Industrial Spur**—A switch point derail is located at MP 45.8 at Cemex Plant.

**Longmont**—Six-axle locomotives are permitted only on the west leg of the wye, GW 1, GW 2, LON 4, and east main in the east yard. Six-axle locomotives left at Longmont must be left on one of these tracks or on the Old Pass in front of the depot.

The main track switch to Barnett is at MP 43.5.

In the east yard all tracks that have up to 10 cars must have four cars with hand brakes applied. Any tracks with more than 10 cars, be governed by the Air Brake and Train Handling Rule 104.14.

**MP 37.7, Martin Street Crossing**—“Stop and Wait 26 Seconds” signs are located at Martin Street crossing. Movement must stop before passing, but within 25 feet of the stop sign and wait 26 seconds before proceeding over the crossing. When stopped at stop sign, ensure crossing gates and lights are activated.

**Valmont**—Crews operating to or from the Valmont facility must have a copy of the current General Notice outlining instructions for spotting, servicing and reporting work.

Six-axle locomotives are not to be used on or over the dumper pit.

Bridge MP 25.7 on the Stazio Storage Track is not equipped with a walkway. Do not store cars on this bridge.

The crossing signals at North 61st Butte Mill Road and Valmont Drive on Western Mobile Stazio Spur are ineffective. Be governed by Rule 6.32.2.

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

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

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

**Fox Jct. to MP 4.0**—Train and engine movement on the North Main Track between Fox Jct. and MP 4.0 is under the jurisdiction of the yardmaster at Rennick.

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

Signal (42) at MP 4.2 for southward movement conveys main track distant signal information for Utah 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 Utah Jct., the train may proceed past the red aspect at MP 4.2.

**Utah Jct. Via Rennick**—Trains and MW must communicate with the yardmaster at Rennick prior to entering restricted limits. Trains or engines moving north off either packer track at Rennick Yard must have authority from the UPRR dispatcher (Channel 92, Call-In \*86) to make a move through Utah Jct., including any reverse movements. Trains or engines must continuously occupy the limits of the manual interlocking prior to making a reverse move. If for any reason a movement clears the limits of the interlocking, authority must be obtained again from the UP train dispatcher before occupying the interlocking. When crossing over the Main Track at Utah Junction, permission must be obtained from the UPRR dispatcher on Channel 92, \*86, before any crossover movement is made, or any switches lined, from either the North Main Track to the UPRR Main Track or the UPRR Main Track to the North Main Track.

**Prospect Jct**—Access to Fox, 20th St., and Rennick

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

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

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

**Denver**—Movements between Denver UD and Prospect Jct. are under the direction of the yardmaster at 31st Street. Movement through Prospect Jct. is under the control of the Brush dispatcher. Movements from the Jersey cutoff to 38th Street are under the control of the Rennick yardmaster.

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

Before proceeding south from Prospect Jct. on BNSF trackage, both UP and BNSF crews must obtain permission from the 31st Street yardmaster.

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

Except in cases of emergency, all movements in excess of 3000 tons and/or 4000 feet, moving from 31st Street Yard toward Rennick Yard, or from Fox Jct. via the Wye Bridge, must not stop after passing the switch from the North Lead to the Wye Bridge until the entire movement has passed Prospect Jct. When the movement is stopped for any reason, after the train slack is allowed to adjust, make a walking inspection of the movement between Prospect Jct. and the switch from the North Lead to the Wye Bridge. Movements stopped for a walking inspection may be required to make a reverse movement to clear the switch from the North Lead to the Wye Bridge and re-initiate continuous movement toward Rennick Yard or Fox Jct. When stopping, engineers must make every effort to gently control the slack. After stopping for an inspection, engineers must exercise care and allow slack to adjust before restarting movement in either direction.

Note: Distributed Power Trains may not require reverse movement before proceeding.

A split point derail is located at the north end of Rocla's leased area when Rocla personnel are working on or in the vicinity of the track. A private lock on the derail will provide protection for Rocla employees. When the private lock is removed and a BNSF switch lock is on the derail, the track is not protected. Within the Rocla plant, the east track is designated Rocla 1 (Zone Track Spot 122501), the middle track is designated Rocla 2 (Zone Track Spot 122601) and the west track is designated Rocla 3 (Zone Track Spot 122701).

**Remote Control Area**

- MP 0.0 to MP 4.5

**Remote Control Zones**

- RCZ 2—Rennick Yard Lead track 219, 250 feet south from the clearance point of the North Main Track (track 299) to the switch point at the north end pocket of 8 (track 210). The sign at the north end of Zone 2 at Rennick lead is located between the Rennick lead and the upper west packer track 213 account close clearance,
- RCZ 3—Rennick Yard West Packer tracks 209 and 213 from the derail at the north end to the clearance point Rennick Lead
- RCZ 4—Rennick Yard East Packer track 218 from the derail at north end to the switch point of the long crossover track 220
- RCA 5—On the Owens Corning Lead (1201) from the north Owens Corning crossing to the Rennick Yard Intermodal Ramp Crossing.
- RCZ 6—On the AG Lead (1210) from the 1213 switch (Slippery) to Fox St. crossing.
- Activation/Deactivation Procedure—RCZ 2, 3, 4, 5 and 6 are controlled by the Rennick Yardmaster. The Remote Control Operator must contact the appropriate Yardmaster to determine if the RCZ is activated.

**Setting Out Cars on Sidings or Auxiliary Tracks**—When setting out 15 cars or less, apply hand brakes on a minimum of at least half of the cars set out. When setting out more than 15 cars, comply with the requirements in the Air Brake and Train Handling Rule 104.14.

**SSI—Switch Control/Monitoring Systems**

POS in effect.

**Close/No Clearance Locations**

Location	Track Name	Track No.	Obstruction
Wheatland	Foster Spur	5304	Building side of rail
LaFayette	Universal Forrest	1020	Gate, dock
	Reid and Wright	1010	Gate, dock
Valmont	Valmont Power Plant	150	No clearance in, employees should walk
	Eco Cycle	1410	Dock
	Stazio Main	135	Creek bridge north of Eco Cycle Switch
Longmont	House Track	523	Dock on house track
	Times Call	532	Dock
Medbery	Industry Main	1111	Gate, Building on 2 track
Loveland	Quebecor	910	Dock, Industry track
	Loveland Reload	930	Gate, Dock
Fort Collins	UBC McClellans	905	Gate
Cheyenne	City News	4310	Dock, Industry track
	Teton Lumber	4150	Dock
		4151	Dock
	Simon's	4131	Gate, Leased facility
		4133	Gate, Leased facility
Berthoud	Summit Crest Homes	715	Gate
Denver	Owens Corning	1205	Building side of rail
		1206	Dock side of rail
	Rocla	1225	Between tie stacks
		1226	Between tie stacks
		1227	Between tie stacks
	Borgert Brick	1230	Building side of rail and going into building; don't ride the cut when spotting
	Trumball Asphalt	1222	Unloading racks
		1223	Unloading racks
	Mountain State Packaging	1301	Building side of rail
	Newman Distributing	1314	Building side of rail
	Wardex	1315	Storage Track
	American Furniture Warehouse	1318	Building side of rail
	Ashland Chemical	1341	Unloading racks
		1344	Building side of rail

**Close Track Centers**

Location	Track Name	Track Nos.
Denver	Ashland Chemical	Tracks 1341 - 1344

**Test Miles**

- MP 12 to MP 11
- MP 109 to MP 108
- MP 125 to MP 124
- MP 229 to MP 228

**Long/Short Mile Locations**

MP 27.97 and MP 31.25 are the same location.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 240.5 to MP 240.0
- MP 238.5 to MP 236.2
- MP 229.0 to MP 221.0
- MP 183.0 to MP 180.0
- MP 155.0 to MP 150.0
- MP 131.0 to MP 126.0
- MP 72.8 to MP 69.0
- MP 32.3 to MP 26.4
- MP 6.0 to MP 4.6

**8. Line Segments**

**Yard Line Segments**

**Line Segment Yard**

- 496 ..... Jersey Cut Off
- 903 ..... Prospect Jct.

**Road Line Segments**

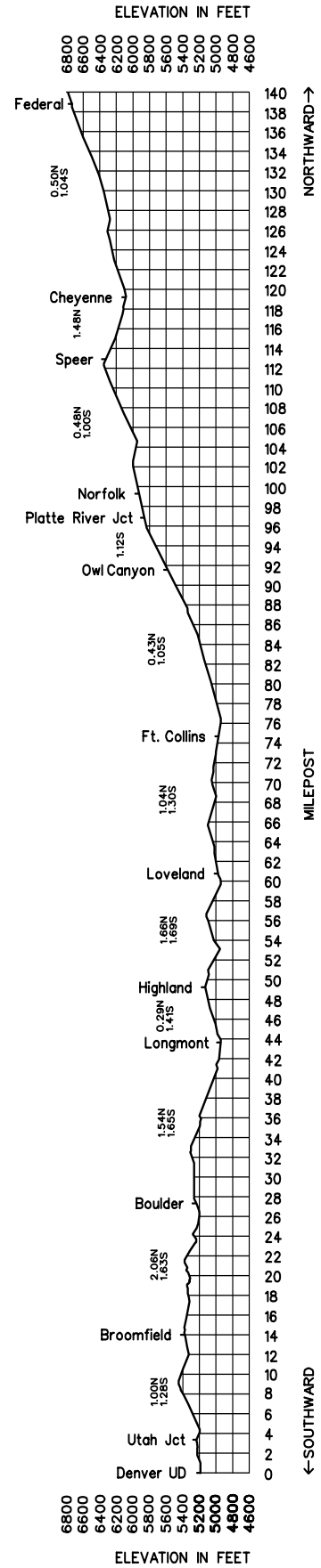
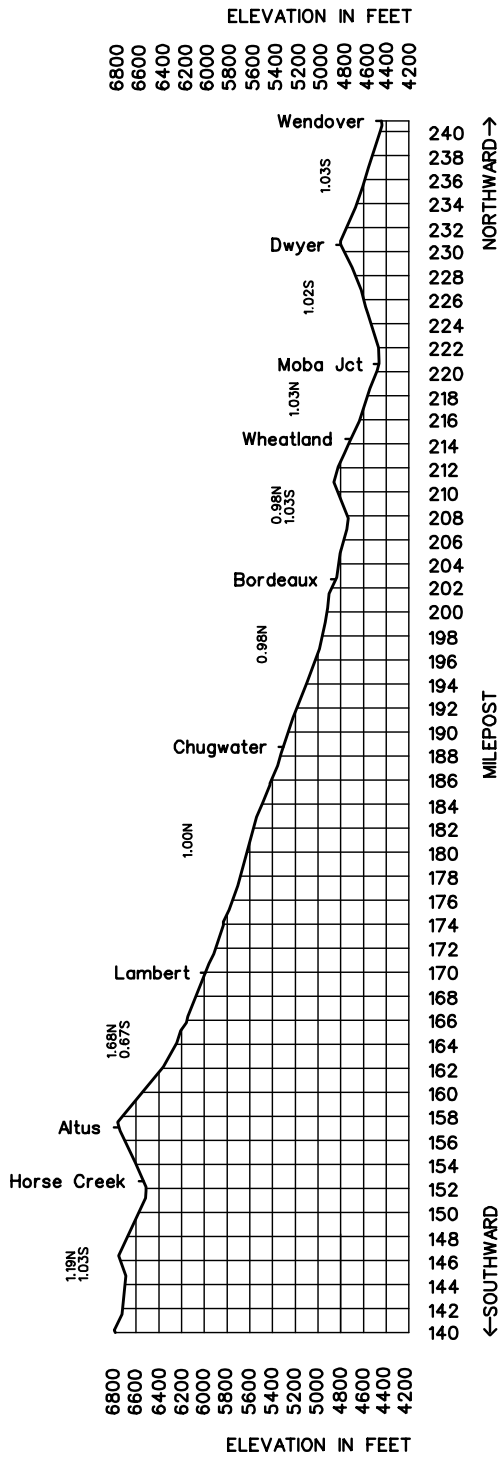
**Line Segment Limits**

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

**9. Other Location Information**

Name	Mile Post	Capacity in Feet	Switch Opens
<b>Front Range Subdivision</b>			
41357 Moba Jct	220.5	Yard	North
41334 Slater	197.7	1,211	North
41299 Farthing	161.0	2,279	North
41268 Silver Crown	130.8	1,860	South
41257 Warren Missile Base	121.8	5,280	South
41224 Dixon	87.4	1,275	South
41222 Wellington	84.7	415	South
41216 Busch	79.8	4,224	Both
41207 McClellands	69.9	450	North
41194 Champion Home Builders	55.7	200	South
41191 Berthoud	54.4	2,050	South
84347 Medberry (to Barnett)	43.3	40,650	South
84344 Western Spur (to Barnett)	43.3	34,320	Both
41161 Valmont	25.5	Yard	Both
84315 Burns Jct. (to Lafayette)	15.6	36,960	South
41147 Homestead House	10.5	250	North
41143 Westminster	6.1	150	Both

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Golden Subdivision <b>BRANCH LINE STATIONS</b>			Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Adjoining Subdivision: Front Range Information for Prospect Jct. is found in the Front Range sub timetable.							
		84301	1.0	PROSPECT JCT. Adj. Sub: Front Range, MP 1.0	J	CTC	476	3.8			
Between Prospect Jct and C&S Jct BNSF trains and engines operate over UP tracks and are governed by UP timetable.											
			4.9	C&S JCT. Adj. RR: UP, MP 4.9	JR			6.9			
		89311	11.8	TERRILL JCT.	R		482	4.8			
		89316	14.4	GOLDEN	B	Rule 6.28		15.5			
End of Track											

Radio Call-In	
UPRR Radio Channel 092 Tone-In *86 for Utah Jct., C&S Jct. and Prospect Jct.	
Radio Channel 043 in service at UPRR North Yard.	
Radio Channel 066 in service at Prospect Jct	
Denver – 31(X)	
Radio Channel 039 in service at Denver Yard	
Denver Yd – 31(X)	
Radio Channel 070 in service C&S Junction to Golden	
Denver – 62(X)	Golden – 63(X)
Emergency - Call 911	
DS X=0, Mechanical Desk X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5	

**Dispatcher Information**

0530 - 2130—817-867-7094, Fax 817-352-7030  
 2130 - 0530—817-867-7057, Fax 817-352-7069

**1. Speed Regulations**

**1(A). Speed—Maximum**

	<b>Freight</b>
MP 4.9 to MP 13.8 .....	20 MPH.

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

MP 4.9, C&S Jct. over trackside warning detector and interlocking plant ..... 25 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated.  
 Terrill Jct. to Coors East Yard..... 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**

Prospect to Golden..... 143 tons, Restriction D

**3. Type of Operation**

**CTC**—in effect:  
 Prospect Jct.

**Restricted Limits**—in effect:  
 MP 4.9 to MP 13.8

**4. Subdivision Specific Rules Information**

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Golden subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of transmission:

“BNSF 9373 East approach signal Prospect Jct. at 20 MPH”.

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

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

**GCOR/MWOR Rule 6.28**—in effect:

MP 13.8 to End of Track  
 Terrill Jct. to Coors East Yard

**GCOR/MWOR Rule 8.3**—in effect:

At Terrill Jct. Rule 8.3 does not apply. Main track switch may be left lined as last used. Trains must approach this switch expecting to find it lined against their movement.

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

**6. FRA Excepted Track**—None

**7. Special Conditions**

**C&S Jct.**—Dual controlled derail located at MP 5.0. If instructed to take switches on hand at C&S Jct, all switches including the dual control derail must be properly lined before initiating movement.

Signal (02) at MP 5.7 for eastward movement conveys main track distant signal information for 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 5.7.

**Arvada**—Within the city limits of Arvada. If for any reason a train will block any public roadway crossing for more than five minutes at a time, notify the yardmaster at Rennick immediately. Rennick yardmaster will call the Arvada Police Department, phone number 303-424-5556, requesting traffic control assistance and providing possible duration that the crossing will be blocked.

At approximately 644 feet from point of switch at Rocky Mountain Bottling at MP 9.5, there is a propane unloading tower. DO NOT PASS the tower when ramp is in down position.



**Rocky Mountain Bottling**—Cars left on the hill must be lined toward the storage track with hand brakes set on each car.

**MillerCoors**—

**MillerCoors Pull Orders**—Crews working on MillerCoors property must refer to Colorado Division General Notice for instructions.

**Close/No Clearance Locations**

Location	Track Name	Track No.	Obstruction
Golden	Rex Oil	111	Dock and unloading spots
	International Paper	145	Inside building
	TMSI	143	Building, dock and between tracks
		144	Building
	Graphics	147	Building
Coors	148	Next to and inside buildings	
Mt. Olivette	Coors Glass	319	Unloading racks and dump shed
		320	Unloading racks and dump shed
	Inland Container	310	Outside dock and inside building
Arvada	Industrial Chemical	420	Unloading racks
	CCW Products	411	Building

**Close Track Centers**

Location	Track Name	Track Nos.
Golden	Yard	Track 101 - 102

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:  
None

**8. Line Segments**

**Road Line Segments**

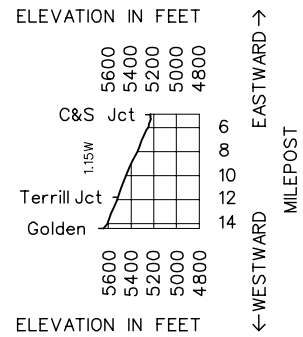
**Line Segments Limits**

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

**9. Other Location Information**

Name	Mile Post	Capacity in Feet	Switch Opens
TMSI	13.4	1,200	West
Graphics	13.4	1,700	West
MillerCoors Lid Plant	13.2	1,000	West
Greenbriar	12.6	1,400	West
89313 International Paper	12.5	500	West
89311 Mount Olivet	10.9	1,000	Both
89309 Horton (Rocky Mtn. Bottling & Inland Container Systems)	9.6	2,400	East
CCW Plastics	5.1	200	West
Ind Chemicals	5.0	480	West

**10. Grade Chart**



S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos. UPRR	Station Nos. BNSF	Mile Post	Pikes Peaks Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ N O R T H W A R D
					Adjoining Sub: Brush						
	8,100 Main 2			541.7 0.0	20TH STREET Adj. Sub: Brush, MP 0.0	JX				1.5	
				1.5	WALNUT STREET Adj. RR: UP, MP 1.5	JX	2MT CTC			0.7	
	8,100 Main 2			2.2	8TH AVE.					2.3	
		WD635	41134	4.5	SOUTH DENVER Adj. RR: UP, MP 4.5	J X(2)	3MT CTC			3.5	
		WD631	57880	8.0	ENGLEWOOD	X(2)				4.2	
		WD629	57860	12.2	LITTLETON	X(2)				7.1	
			57800	18.8(2) 19.3(1)	BIG LIFT	BX				5.2	
	3,200 Main 2	WD614	57790	24.5	SEDALIA	X	DT ABS TWC			2.9	
	8,200 Main 1	WD611	57785	27.4	ORSA (Main 1)					5.1	
		WD606	57780	32.5	CASTLE ROCK					16.3	
		WD590	57760	48.8	SPRUCE (Main 1)					3.2	
		WD587	57755	52.0	PALMER LAKE					5.2	
	6,900	WD582	57750	57.2	MONUMENT					8.1	
	7,200	WD575	57740	65.3	ACADEMY					7.0	
				72.3	N. COLORADO SPRINGS					2.1	
				74.4	BIJOU	X(2)				0.5	
	20,600	WD565	41064	74.9	COLORADO SPRINGS		CTC			0.5	
				75.4	CIMARRON	X				1.0	
				76.4	S. COLORADO SPRINGS					2.7	
	5,300	WD561	57660	78.8	KELKER					5.6	
		WD556	57654	84.4	CREWS		DT TWC ABS			3.5	
		WD552	57650	87.9	FOUNTAIN					6.1	
				94.0	NORTH NIXON (Main 2) Adj. RR: UP, MP 94.0	J	2MT CTC			0.4	
				94.4	SOUTH NIXON (Main 2) Adj. RR: UP, MP 94.4	J				0.9	
		WD545	57640	95.3	BUTTES	X	DT TWC ABS			2.8	
		WD542	57635	98.1	WIGWAM (Main 2)					9.8	
				107.9	N. BRAGDON (Main 2)					0.7	
		WD524	57619	108.6	BRAGDON (Main 1)	X(2)				0.2	
		WD523		108.8	TAPP (Main 2) UPRR Control Point RGCP110					1.1	
				109.9	SOUTH BRAGDON (Main 1)					6.7	
				116.6	N. PUEBLO (Main 1)		2MT CTC			1.8	
				118.4	CANON CITY JCT. (Main 1) Adj. RR: UP, MP 118.4 Adj. RR: RRRR, MP 118.4	J				0.4	
		MX905	57200	119.3	SOUTH PUEBLO (Main 1)	BCT				1.0	
				120.3 MT1 118.2 MT2	PUEBLO JCT. UPRR Control Points MP 120.2 MT1 - UP MP 118.5 RGCP118 MP 120.3 MT1 - UP MP 118.5 RGCP917 MP 118.2 MT2 - RGCP 117	M				119.3*	
Adjoining Sub: Pueblo Adjoining Sub: Spanish Peaks											

\*119.3 miles is measured on Main 1.

Radio Call-In		
Radio Channel 039 in service Denver Yard - 31(X)		
Radio Channel 066 in service 20th St. to Englewood		
Denver - 31(X)	South Denver - 32(X)	
Radio Channel 036 in service Englewood to Pueblo Jct		
Sedalia - 31(X)	Colorado Springs - 32(X)	Pueblo - 34(X)
Radio Channel 055 in service for Pueblo Yard		
Emergency - Call 911		
DS X=0, Mechanical Desk X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		
<b>Denver:</b>		
Radio Channel 031 in service Mechanical and MW Employees in Denver Yard, including the Locomotive Facility.		
Radio Channel 039 in service for industry jobs/inbound/outbound crews when working with utility men and when train is on other than Main Track, Coal 1 or Coal 2; yardmasters 31st Street, 38th Street and Rennick; inside/outside hostlers when communicating with yardmasters.		
Radio Channel 06 in service at Prospect Jct, Main Track, Coal 1 and Coal 2 and between 20th Street and Englewood.		
Radio Channel 076 in service Switch Yard Rennick, all industry jobs in the Denver Terminal Complex, and when industry jobs leave the Main Track to perform industrial switching.		
Radio Channel 078 in service as Yard Information Channel including all BNSF crew haulers and contract drivers.		
Radio Channel TX 046/RX 079 in service Switch Yard (31st and 38th Streets) unless instructed by yardmaster.		
<b>UP Radio Information:</b>		
Radio Channel 36 will be the primary channel between Englewood and Pueblo Jct. The UPRR dispatcher will request that employees working on UPRR-dispatched trackage change to Channel 54 between Englewood and Bragdon or Channel 92 between Bragdon and Pueblo Jct. to receive information.		
Employees working on UPRR dispatched trackage must change to appropriate channel when necessary to report operational conditions.		
Channel 36 must be monitored on portable radios while communicating with UPRR on other radio channels.		
UP DS 386 call-in *86 (Channel 54)		
UP DS 380 call-in *80 (Channel 92)		

**Dispatcher Information**

20th Street to Englewood—817-867-7087, Fax 817-352-7028  
 Englewood to Pueblo Jct—817-867-7016, Fax 817-352-7024  
 UPRR DS 386 (Englewood to Bragdon)—800-726-1178,  
 402-636-1658 Tone \*86  
 UPRR DS 380 (Bragdon to Pueblo Jct)—800-726-1174,  
 402-636-1654

**1. Speed Regulations**

**1(A). Speed—Maximum**

	<b>Freight</b>
MP 0.0 to MP 80.6, all main tracks .....	45 MPH.
MP 80.6 to MP 84.4, MT .....	55 MPH.*
MP 84.4 to MP 120.3, MT 1 .....	55 MPH.*
MP 84.4 to MP 118.2, MT 2 .....	50 MPH.*

\* The maximum speed for freight trains 100 TOB and greater is 45 MPH.

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

	<b>Freight</b>
Main 1 (20th Street to Pueblo Jct.):	
MP 0.0 to MP 1.5 .....	20 MPH.
MP 1.5 to MP 4.7 .....	30 MPH.
MP 21.7 to MP 24.8 .....	35 MPH.
MP 24.8 to MP 30.3 .....	40 MPH.
MP 30.3 to MP 32.6 .....	30 MPH.
MP 32.6 to MP 32.8 .....	40 MPH.
MP 39.5 to MP 44.4 .....	40 MPH.
MP 45.2 to MP 48.8 .....	35 MPH.
MP 48.8 to MP 52.0 .....	30 MPH.
MP 89.2 to MP 89.5 .....	50 MPH.
MP 90.4 to MP 92.9 .....	45 MPH.
MP 118.3 to MP 120.0 .....	20 MPH.
Single Track (Palmer Lake to Crews):	
MP 52.0 to MP 55.4 .....	30 MPH.
Trains 100 TOB and greater .....	25 MPH.
MP 55.4 to MP 60.3 .....	25 MPH.
MP 60.3 to MP 68.3 .....	30 MPH.
MP 74.6 to MP 76.6 .....	30 MPH.
MP 76.6 to MP 80.6 .....	40 MPH.
Main 2 (Pueblo Jct. to 20th Street):	
MP 118.2 to MP 115.0 .....	45 MPH.
MP 95.0 to MP 94.9 .....	50 MPH.
MP 89.6 to MP 84.7, MT 2, HER over street and highway crossings .....	35 MPH.
MP 88.3 to MP 88.1 .....	35 MPH.
MP 86.3 to MP 85.1 .....	45 MPH.
MP 45.4 to MP 45.2 .....	40 MPH.
MP 44.7 to MP 43.3 .....	35 MPH.
MP 32.6 to MP 32.4, MT 2, HER over street and highway crossings .....	40 MPH.
MP 32.4 to MP 31.8 .....	40 MPH.
MP 4.5 to MP 1.5 .....	30 MPH.
MP 1.5 to MP 0.0 .....	20 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

MP 0.0, 20th St., siding turnouts .....	20 MPH.
MP 1.5, Walnut St., crossover turnouts .....	10 MPH.
MP 2.2, 8th. Ave., crossover turnouts .....	10 MPH.
MP 2.2, 8th. Ave, siding turnouts .....	10 MPH.
MP 4.5, South Denver, turnouts .....	30 MPH.
Trains 100 TOB and greater .....	25 MPH.
MP 8.0, Englewood, turnouts .....	40 MPH.
Trains 100 TOB and greater .....	25 MPH.
MP 12.2, Littleton, turnouts .....	40 MPH.
Trains 100 TOB and greater .....	25 MPH.
MP 24.5, Sedalia, siding turnouts .....	10 MPH.
MP 25.1, Sedalia, crossover turnouts .....	10 MPH.
MP 27.4, Orsa, siding turnouts .....	10 MPH.
MP 52.0, Palmer Lake, MT 2 turnout .....	30 MPH.
MP 57.2, Monument, siding turnouts .....	25 MPH.
MP 65.3, Academy, siding turnouts .....	30 MPH.
MP 72.3, North Colorado Springs, siding turnout .....	30 MPH.
MP 74.4, Bijou, north crossover turnouts .....	30 MPH.
MP 74.4, Bijou, south crossover turnouts .....	20 MPH.
MP 74.4, between Bijou and Cimarron, siding track .....	20 MPH.
MP 75.4, Cimarron, crossover turnouts .....	20 MPH.
MP 76.4, South Colorado Springs, siding turnout .....	30 MPH.
MP 78.8, Kelker, siding turnouts .....	30 MPH.
MP 84.4, Crews, MT 1 turnout .....	40 MPH.
MP 94.0, North Nixon, MT 2, turnout .....	15 MPH.
MP 94.4, South Nixon, MT 2, turnout .....	15 MPH.
MP 108.6, Bragdon, north crossover turnouts .....	40 MPH.
MP 108.6, Bragdon, south crossover turnouts .....	30 MPH.
MP 108.6, Bragdon, both ends storage track turnouts .....	10 MPH.
MP 108.8, Tapp, crossover turnouts .....	30 MPH.
MP 116.1, North Pueblo, turnout .....	10 MPH.
MP 120.3 MT 1/MP 118.2 MT 2, Pueblo Jct., turnouts .....	15 MPH.

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated.

BNSF ribbon rail trains handling continuous welded or jointed rail are restricted to 25 MPH on curves at the following locations:  
MP 43.4 to MP 44.2, MT 2  
MP 76.0 to MP 76.2  
MP 32.5 to MP 36.5, MT 1

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

20th Street to Pueblo Yard ..... 143 tons, Restriction A  
Kountry Line 8th Ave to  
MP 8.2 (end of track)..... 143 tons, Restriction E  
  
Six-axle locomotives are restricted on Old Main track 9994, Castillo.

**3. Type of Operation**

**CTC—in effect:**

MP 0.0 to MP 12.2  
MP 52.0 to MP 84.4  
MP 93.9 to MP 94.4—Main 2  
MP 108.4 to MP 120.3—Main 1  
MP 107.9 to MP 118.2—Main 2

**Multiple Main Tracks—in effect:**

**2 MT:**

MP 0.0 to MP 4.5  
MP 93.9 to MP 94.4—ABS Main 1/CTC Main 2  
MP 107.9 to MP 120.3

**3 MT:**

MP 4.5 to MP 12.2

**TWC—in effect:**

MP 12.2 to MP 52.0  
MP 84.4 to MP 108.4—Main 1  
MP 84.4 to MP 93.9—Main 2  
MP 94.4 to MP 107.9—Main 2

**ABS—in effect:**

Main 1 Southward Only:  
MP 12.2 to MP 52.0  
MP 84.4 to MP 108.4

Main 2 Northward Only:

MP 107.9 to MP 94.4  
MP 93.9 to MP 84.4  
MP 52.0 to MP 12.2

**Double Track—in effect:**

MP 12.2 to MP 52.0  
MP 84.4 to MP 93.9  
MP 94.4 to MP 107.9

**Interlockings**

Mile Post	Type	Notes
MP 120.3 (Main 1)	Manual	Controlling RR UP
MP 118.2 (Main 2)	Manual	Controlling RR UP

4. Subdivision Specific Rules Information

**GCOR/MWOR Rule 1.14**—20th Street to Pueblo Jct, BNSF and UP trains and engines will use joint trackage and are governed by BNSF Timetable and System Special Instructions.

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Pikes Peak subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of transmission:

“BNSF 9373 South approach signal SSS Monument at 20 MPH”.

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

**GCOR Rule 5.8.2**—When operating on Union Pacific tracks, all whistle posts marked with an **X** require sounding the whistle signal regardless of the type of crossing the train is approaching.

**GCOR Rule 5.8.4, Whistle Quiet Zone**—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Monument, CO	MP 55.82	2nd Street
Security, CO	MP 82.78	Main Street
	MP 84.02	Fontaine Blvd

**GCOR Rule 6.2**—All crews need to obtain GTBs from the UPRR dispatcher.

**GCOR/MWOR Rule 6.19**—When flagging is required the distance will be 2.0 miles.

**GCOR/MWOR Rule 10.3**—A sign reading “Track and Time Point One” has been placed at the clearance point of Main 2 at South Denver. Track and Time will be issued as follows:

Track and Time between Northbound Controlled Signal South Denver, Switch Yes and Track and Time Point One South Denver.

A sign reading “Track and Time Point One” has been placed at the clearance point of Main 2 at Littleton. Track and Time will be issued as follows:

Track and Time between Southbound Controlled Signal Littleton, Switch Yes and Track and Time Point One Littleton.

**ABTH Rule 100.13**—Upon departing Denver, southward trains must make a running air brake test before arriving Big Lift to determine holding force of train brakes. If brakes do not operate properly, stop the train, correct the problem and perform another running air brake test.

**ABTH 103.7.4**—Dynamic Brake Requirements:

BNSF trains operating southward from Palmer lake to North Colorado Springs and northward Palmer Lake to MP 13.2							
Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
4,000 or less	4	4	4	6	6	6	6
4,001 to 5,000	6	6	6	6	6	8	10
5,001 to 6,000	6	8	8	8	8	10	12
6,001 to 7,000	8	8	8	8	10	12	14
7,001 to 8,000	8	8	8	8	10	12	14
8,001 to 9,000	8	8	8	10	12	14	16
9,001 to 10,000	8	8	10	12	14	16	18
10,001 to 12,000	8	10	12	14	16	18	20
12,001 to 14,000	10	12	14	16	18	20	22
14,001 to 16,000	12	14	16	18	20	22	24
16,001 to 18,000	14	16	18	20	22	24	26
18,001 to 20,000	16	18	20	22	24	26	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 examples, 105.1 TOB becomes 106 TOB. For purposes of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in the train's total trailing tonnage.

Note: Helper locomotives will assist trains not meeting this requirement southward between Palmer Lake and North Colorado Springs, and northward between Palmer Lake and MP 13.2.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations

- UP MP 12.3—DED—Exception Reporting (Main 1)
- UP MP 14.3—DED—Exception Reporting (Main 1)
- UP MP 15.9—DED—Exception Reporting (Main 1)
- UP MP 17.5—DED—Exception Reporting (Main 1)
- UP MP 19.3—DED—Exception Reporting (Main 1)
- UP MP 21.1—DED—Exception Reporting (Main 1)
- UP MP 21.3—Hot Box/DED (Main 1)
- MP 21.9—Recall Code 7 (Main 2)
- UP MP 22.9—DED—Exception Reporting (Main 1)
- UP MP 24.5—DED—Exception Reporting (Main 1)
- UP MP 26.8—DED—Exception Reporting (Main 2)
- UP MP 29.4—DED—Exception Reporting (Main 2)
- UP MP 31.6—DED—Exception Reporting (Main 2)
- UP MP 33.0—DED—Exception Reporting (Main 2)
- UP MP 35.0—Hot Box/DED (Main 2)
- UP MP 37.6—DED—Exception Reporting (Main 2)
- UP MP 40.2—DED—Exception Reporting (Main 2)
- UP MP 42.4—DED—Exception Reporting (Main 2)
- UP MP 44.6—DED—Exception Reporting (Main 2)
- MP 46.35—Recall Code 8 (Main 1)
- UP MP 46.8—DED—Exception Reporting (Main 2)
- UP MP 48.5—Hot Box/DED (Main 2)
- UP MP 50.5—DED—Exception Reporting (Main 1)
- UP MP 54.2—DED—Exception Reporting
- UP MP 60.4—Hot Box/DED
- UP MP 62.3—DED—Exception Reporting

- UP MP 68.8—DED—Exception Reporting
- UP MP 70.3—DED—Exception Reporting
- MP 81.1—Recall Code 8
- UP MP 86.1—DED—Exception Reporting (Main 2)
- UP MP 87.6—DED—Exception Reporting (Main 2)
- UP MP 89.2—DED—Exception Reporting (Main 2)
- UP MP 91.4—DED—Exception Reporting (Main 2)
- MP 92.3—DED—Exception Reporting (Main 1)
- UP MP 93.2—DED—Exception Reporting (Main 2)
- UP MP 95.6—DED—Exception Reporting (Main 2)
- UP MP 98.2—DED—Exception Reporting (Main 2)
- MP 99.1—DED—Exception Reporting (Main 1)
- UP MP 100.2—Hot Box/DED (Main 2)
- UP MP 102.4—Hot Box/DED (Main 2)
- MP 103.4—Recall Code 8 (Main 1)
- UP MP 104.8—DED—Exception Reporting (Main 2)
- UP MP 106.6—DED—Exception Reporting (Main 2)
- MP 108.2—DED—Exception Reporting (Main 1)
- UP MP 111.8—DED—Exception Reporting (Main 2)
- MP 113.6—DED—Exception Reporting (Main 1)
- UP MP 113.6—DED—Exception Reporting (Main 2)
- UP MP 115.5—DED—Exception Reporting (Main 2)
- UP MP 115.6—DED—Exception Reporting
- UP MP 117.1—DED—Exception Reporting (Main 2)

When UP hot box detectors transmit “Excessive Alarm,” message considered as integrity failure.

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

**Trackside Warning Devices**

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

Post-train talker message

1. The talker message will be transmitted a few seconds after the last axle has passed the detector.
2. For trains with no alarms, the following message will be transmitted:
  - UP detector (Mile Post Location), Northbound or Southbound, no alarms.

This message will be repeated once after a 2 second pause, followed by:

  - Message complete.
  - End of transmission.
3. For trains with one or more alarms, the following message will be transmitted:
  - UP detector (Mile Post Location), Northbound or Southbound, (Number) alarms, count from head end of train.
  - First alarm, hot bearing, (east or west) rail, axle (Number)
  - Second alarm, hot bearing, (east or west) rail, axle (Number)
  - Third alarm, hot wheel, near axle (Number)
  - Fourth alarm, hot wheel, near axle (Number)
  - Fifth alarm, dragging equipment, near axle (Number)

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

- Over 10 alarms inspect the rest of the train.

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

- Message Complete.
- End of transmission.

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

**Instructions for UP Dragging Equipment Detectors**

Dragging equipment detectors equipped with radio transmitted verbal defect indicators talk on defect only. The detector announces only when it detects a defect. If a defect is detected, an alarm tone or message is transmitted. Stop the train at once and inspect for dragging equipment. If no axle count is given, inspect the entire train.

**High Water Detectors**

Main 1

991 High water detector, MP 99.2

Main 2

- 330 High water detector, MP 32.8
- 424 High water detector, MP 42.4
- 446 High water detector, MP 43.4
- 892 High water detector, MP 88.5
- 861 High water detector, MP 84.7

Southbound Control Signal at Crews protects high water bridge at MP 84.7.

Single Track

“A” North (Kelker) . High water detector, MP 77.9. Protected by the southbound controlled signal South Colorado Springs and the northbound controlled signal North Kelker.

**6. FRA Excepted Track**

Location	Track Name	Track No.
Orsa	Storage Track	5502
Castle Rock	House Track and Storage Track	5102, 5105
Colorado Springs	Yard Tracks	0903, 0904, 0905, 0909, 0910, 0912, 0913, 0914, 0921, 0922, 0999
Kelker	Yard Tracks	0801 - 0804, 0830 - 0835
Drennan	Yard Tracks	0812 - 0816, 0818 - 0820
Crews	Spur Track	9902
Fountain	Atlas Metal	9601
Bragdon	Bragdon Storage Track	7402
South Park Junction	Yard Tracks	Park Lead, Park Yard, 0351, 0333 - 0360, 0390, 0418, 0421 - 0425, 0463 - 0470, 0476, 0478, 0479, 0498

**7. Special Conditions**

**20th Street**—The siding at 20th Street is also referred to as Lodo siding. It is equipped with derails required to be used when parking trains.

**8th Ave**—The siding at 8th Avenue is also referred to as Hogan’s Alley.

**South Denver Locomotive Daily Inspection**—Locomotive Daily Inspections on through trains operating to or from the Pike Peaks Subdivision must be performed as outlined in Air Brake and Train Handling Rule 101.2. The responsibility for this inspection will be the engineer that is operating the train after 1200 on the date the inspection is required.

The inspection process for the lead consist can be performed at Spot 1, 2, 3, or 4, 13th Avenue or at the 31st Street yard in Coal 1, Coal 2 or the main track. The inspection of the DP remote consists will only be conducted when the head end of the train is moved to Spot 1, 13th Avenue or at the 31st Street yard in Coal 1, Coal 2 or main track. The inspection locations for the DP remote consists at the designated area will allow for access within the RTD corridor and utilization of the van service for transportation to and from the DP remote consists.

As outlined in ABTH Rule 101.2, communication with the Dispatcher, Yardmaster or other proper authority is required to determine inspection location.

The inspection requirements may be completed at Trinidad or Pueblo if time and coordination with dispatcher permits.

**MP 6.0, Evans Avenue**—Engineer signal at Evans Avenue will display green aspect for rail movement. Train must stop within 25 feet of the Stop Sign and wait 25 seconds before proceeding over the crossing on a green aspect.

A red engineer signal or dark engineer signal at Evans Avenue requires a member of the crew protect the movement as outlined in GCOR Rule 6.32.2.

Any failure of the system to operate as outlined above must be reported to the 31st Street Yardmaster.

**20th Street to Littleton Corridor**—When staging trains in the Corridor, trains will stop at the Spot locations as directed by the dispatcher.

Northward Spot locations are as follows:

Spot 0 13th Ave ..... MP 1.9  
 Spot 1 South Denver ..... MP 4.7  
 Spot 2 Evans Ave ..... MP 6.1  
 Spot 3 Englewood ..... MP 8.3  
 Spot 4 Littleton ..... MP 10.3

Southward Spot locations are as follows:

Spot B Littleton ..... MP 10.1  
 Spot C Englewood ..... MP 7.9  
 Spot D Evans Ave ..... MP 5.9  
 Spot E Kalamath Str ..... MP 3.3  
 Spot F Walnut Str ..... MP 1.4

These locations are in advance of the signals.

**Palmer Lake**—Helper engines entering Main 1 and moving less than 1 mile to couple onto and help a southward train must obtain verbal authority from the UPRR dispatcher before occupying Main 1. After uncoupling from the rear of a southward train, BNSF helper engines are authorized to occupy Main 1 and move Southward between MP 50.5 and MP 52.0.

**Kountry Industrial Spur, 3rd Avenue, MP 2.8**—Engineer signal will display a green aspect for rail movement. The engineer signal protecting Third Ave. is bonded 100 feet from the crossing on Kountry Main Line, and 50 feet from the crossing on the Run Around and Belt tracks. A red engineer signal or dark engineer signal at Third Ave. requires movement to be protected by a member of the crew per GCOR Rule 6.32.2 and must be reported to 31st Street yardmaster.

**Kountry Industrial Spur, Florida Avenue, MP 4.8**—The engineer signal will display a green aspect for rail movement. The engineer signal protecting Florida Ave. is bonded 550 feet from the crossing on the Kountry Main Line. A red engineer signal or a dark engineer signal at Florida Ave. requires the movement be protected by a member of the crew per GCOR Rule 6.32.2 and must be reported to the 31st Street yardmaster.

**Kountry Industrial Spur, Dartmouth Avenue, MP 6.98**—Movement over the crossing must be protected by a crew member on the ground.

**Pueblo**—Canon City Jct. MP 118.4 Dual Control Switch and Derail to Hump 3: When instructed by the control operator to operate the dual control switch by hand to Hump 3, the dual control derail must also be operated by hand.

All trains entering the yard at Pueblo must contact the yard engine on duty on channel 55 to job brief on the work to be performed.

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

#### Remote Control Area

- MP 0.0 to MP 7.0
- MP 110 to MP 120.4

#### Remote Control Zones

- Remote Control Zone A - (Pueblo, Inbound Lead)—Starts on inbound lead on south side of yard crossing and continues south approximately 1,000 feet up to, but not including, the south crossover switch.

RCZ A may not be activated unless RCZ B (Pond Lead) is also activated.\*

- Remote Control Zone B - (Pueblo, Pond Lead)—Begins at South Crossover Switch on Inbound Lead (this crossover switch will be lined for whichever RCZ is in use - RCZ A or RCZ C\*) and continues south through Pond Lead Switch to end of Pond Lead.

RCZ B is approximately 1,945 feet in length.

- Remote Control Zone C - (Pueblo, Outbound Lead, 22 Lead and Markley Lead)—Begins at three separate locations:
  - On Outbound Lead on south side of yard crossing
  - On Markley Lead on south side of yard crossing
  - On 22 Lead on south side of yard crossing

RCZ C then extends south from these 3 start points and includes the South crossover from the Outbound to the Inbound Track (up to but not including the crossover switch on the Inbound).

RCZ C may not be activated unless RCZ B (Pond Lead) is also activated.\*

RCZ C length varies dependent on starting point - total approximate length from start on Outbound Lead to RCZ B is approximately 1,100 feet.

\* Per GCOR 8.12 - Crossover switches not connected to a main track or siding must be left in a corresponding position.

- Activation / Deactivation Procedure  
Remote Control Zones (RCZ) A, B, and C at Pueblo activation status will be monitored by the Denver Rennick Yardmaster (Ch 30 or 55). After complying with requirements of GCOR 6.5.1 and 6.7, Remote Control Crew will contact Denver Rennick Yardmaster to activate RCZ. When the remote control zone is activated, track(s) within the zone must not be fouled with equipment, occupied, or switches operated until the remote control zone has been deactivated.

Prior to entering RCZ limits at Pueblo, all movements will contact either the RCO crew on duty at Pueblo or Denver Rennick Yardmaster to determine activation status of RCZ's.

**Operating Jurisdictions**

BNSF Brush Dispatcher (DS 87)  
MP 0.0 to 8.0

BNSF Denver South Dispatcher (DS 16)  
MP 8.0 to MP 12.2  
MP 12.2 to MP 52.0—Main 2  
MP 52.0 to MP 84.4  
MP 84.4 to MP 107.9—Main 2  
MP 107.9 to MP 120.3—Main 1

UPRR Colorado Springs Dispatcher  
MP 12.2 to MP 52.0—Main 1  
MP 84.4 to MP 107.9—Main 1  
MP 107.9 to MP 118.2—Main 2

UPRR track warrant forms are used on UPRR dispatched track. The BNSF Timetable, Special Instructions, and Operating Rules apply on UPRR dispatched track.

All southward trains departing Denver must contact the UPRR dispatcher when approaching South Denver and provide their location and their departure time from 31st Street.

**Main Track Ownership**

Track	Segment	Owner
Main 1	MP 0.0 to MP 24.87	UPRR
	MP 24.87 to MP 48.97	BNSF
	MP 48.97 to MP 52.0	UPRR
	MP 84.36 to MP 84.49	BNSF
	MP 84.49 to MP 86.54	UPRR
	MP 86.54 to MP 120.3	BNSF
Main 2	MP 0.0 to MP 25.2	BNSF
	MP 25.2 to MP 49.78	UPRR
	MP 49.78 to MP 51.85	BNSF
	MP 51.85 to MP 52.0	UPRR
	MP 84.36 to MP 86.15	BNSF
Main 3	MP 4.4 to MP 12.5	BNSF
	MP 52.0 to MP 78.75	UPRR
Single Track	MP 52.0 to MP 78.75	UPRR
	MP 78.75 to MP 84.36	BNSF

**UPRR Dispatched Temperature Speed Restriction**

Level 1 Heat Restriction:

Passenger trains, lite engines, and freight trains averaging less than 90 tons per car or platform ..... No additional restrictions \*

Freight trains averaging 90 tons or more per car or platform .....50 MPH \*

\* See Item 2-F, paragraph following the type of equipment table UPRR System Special Instructions, to determine the number of platforms on various series of intermodal equipment.

**Close/No Clearance Locations**

Location	Track Name	Track No.	Obstruction
Denver	Atlas Metals & Iron	2404	Do not ride car beyond gate
	Siegel Oil	3007	Do not ride car beyond gate
	Pacific Supply	3054	Unloading dock
	Jackson Ice Cream	3018	Unloading rack
	ADM	3120	Unloading racks
	BMC	3208	Building side of rail
	Austin Hardwoods	3209	Building side of rail
	Papermill Pass	3210	Building
	Hercules Ind.	3302	Building and next to dock both side of car
	All Recycle	3304	Next to wall on old spot location
	Air Liquide	3305	Unloading racks
	Arapahoe	3308	Coal dumper
	Robinson Brick	3313	Dock
	Publication Printer	3322	Building
	DBHL Plastic (Moen)	3324	Building and next to fence both sides of car
MGM	3327	Building	
Pueblo	JM Corp	479	Gate at the entrance to the facility & on the west side of the track next to the unloading racks.
Kelker	Western Scrap	812	Gate at the entrance to the spotting area
	Oglebay Industrial Sand	814	Gates at the entry to the plant and on the west side
	American Iron and Metals	819	Two sets of gates on the lead on either side of Drennan Ind. Loop (road crossing)
Colorado Springs	Gazett Telegraph	909	Spotting docks (north side of track)
Castle Rock	Acme Brick	5105	Gate
Big Lift	Savage	6506	West side of track at the building

**Long/Short Mile Locations**

Main 1 between MP 49.0 and 50.0—1,475 feet  
The distance between MP 120 on the Pikes Peak Subdivision and MP 121 on the Spanish Peaks Subdivision is 11,670 feet.

**Test Miles**

MP 112 to MP 113 (Main 1 and Main 2)  
MP 113 to MP 114 (Main 2)

**Flash Flood Warnings**—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 2.2 to MP 12.2 Main 1
- MP 33.0 to MP 39.0 Main 1
- MP 78.8 to MP 113.9 Main 1
- MP 6.0 to MP 7.0 Kountry Industrial Spur

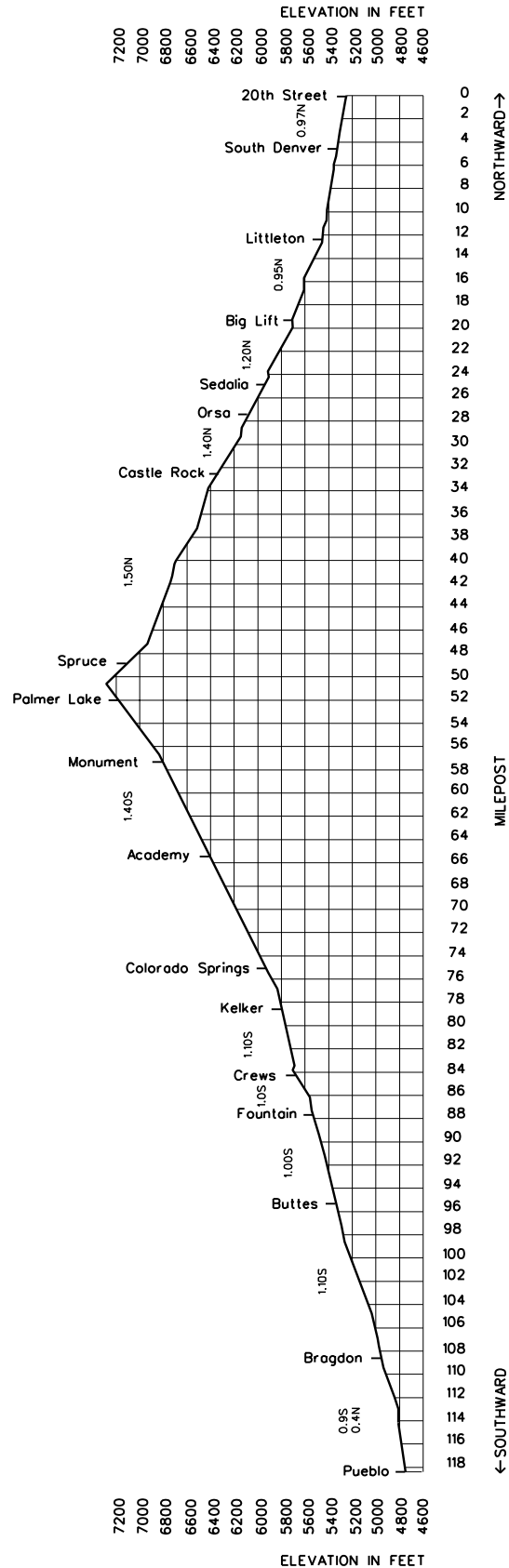
**8. Line Segments**  
**Yard Line Segments**  
**Line Segment Limits**  
 7357 ..... Pueblo Yard  
 483 ..... Kountry Line

**Road Line Segments**  
**Line Segment Limits**  
 477 ..... 20th Street to Pueblo Jct.

**9. Other Location Information**

Name	Mile Post	Capacity in Feet	Switch Opens
<b>Main 1</b>			
20977 Siegel Oil Spur	1.6	1,000	South
20977 Duwald Steel	2.4	500	South
Kountry Line	2.4	7 miles	North
Pacific Supply	5.3	250	North
57880 Ft. Logan Spur	9.1	6,330	South
57819 Blakeland Spur	15.3	3,000	South
57780 Castle Rock	32.2	100	South
57775 Tomah	37.5	1,650	South
57770 Larkspur	42.6	200	South
57760 Spruce WD590	48.8	3,000	South
57755 Palmer Lake	51.8	500	South
57644 Nixon WD547	91.2	15,100	North
57630 Henkel WD540	100.8	1,200	South
57619 Bragdon	107.9	5,300	Both
<b>Single Track</b>			
57750 Wood	56.2	1,250	South
57745 Stadium (2)	63.3	3,200	South
WD569 Russina Spur	70.7	4,000	North
57660 Drennan and Columbine Industrial Center (Joint UP & BNSF)	79.8	1,700	South
<b>Main 2</b>			
North Burnham Lead	1.5	15,840	Both
41134 Iowa Spur	5.5	7,500	North
57870 Santa Fe Park	12.5	2,600	Both
57780 Castle Rock	32.5	350	North
57770 Larkspur	42.9	750	North
57765 Greenland	46.6	200	North
57755 Palmer Lake	52.0	1,500	North
57654 Crews WD556	84.7	2,700	North
57635 Wigwam WD542	98.1	4,300	North

**10. Grade Chart**





S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Pueblo Subdivision <b>MAIN LINE STATIONS</b>	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ N O R T H W A R D
	Adjoining Sub: Pikes Peak; Adj. Sub: Spanish Peaks Information for Pueblo Jct is found in the Pikes Peak sub timetable.								
			617.5	PUEBLO JCT. UPRR Control Point RGCP917	M		7304	6.7	
	7,500	57180	610.9	BAXTER		CTC		7.3	
	7,500	57165	603.6	AVONDALE				5.0	
		57160	598.6	BOONE				7.0	
		57158	591.6	NA JCT. Adj. RR: CKP, MP 591.6	J			17.1	
	5,400	57150	574.5	MANZANOLA				3.5	
	4,100	57145	571.0	VROMAN				5.4	
	5,000	57140	565.6	ROCKY FORD		TWC ABS		5.8	
		57120	559.8	SWINK				4.9	
		56700	554.9	LA JUNTA	BCP TY			62.9	
Adjoining Sub: Boise City; Adj. Sub: Raton Information for La Junta is found in the Boise City sub timetable.									

Radio Call-In		
Radio Channel 036 in service Pueblo Jct to La Junta		
Pueblo - 34(X)	Fowler - 35(X)	La Junta - 36(X)
Emergency - Call 911		
DS X=0, Mechanical Desk X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

**Dispatcher Information**  
817-867-7016, Fax 817-352-7024

**1. Speed Regulations**

**1(A). Speed—Maximum**

**Freight**

MP 617.5 to MP 554.9 ..... 55 MPH.

The maximum speed for freight trains is 45 MPH when:

- Train exceeds 10,000 feet or
- Train is 100 TOB and greater

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

MP 617.5 to MP 617.4 ..... 15 MPH.

MP 617.4 to MP 617.2 ..... 25 MPH.

MP 616.0 to MP 615.9 ..... 50 MPH.

MP 614.4, bridge 614.4, cars heavier than 143 tons ..... 25 MPH.

MP 598.6 to MP 597.3 ..... 40 MPH.

MP 577.4, bridge 577.4, cars heavier than 143 tons ..... 25 MPH.

MP 556.1 to MP 555.7 ..... 40 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

MP 610.9, Baxter, siding turnouts ..... 30 MPH.

MP 603.6, Avondale, siding turnouts ..... 30 MPH.

MP 591.6, NA Jct., junction switch turnout ..... 30 MPH.

MP 574.5, Manzanola, siding turnouts ..... 10 MPH.

MP 571.0, Vroman, siding turnouts ..... 10 MPH.

MP 565.6, Rocky Ford, siding turnouts ..... 10 MPH.

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Pueblo Jct. to La Junta ..... 143 tons, Restriction A

**3. Type of Operation**

**CTC**—in effect:  
MP 617.5 to MP 591.6

**TWC**—in effect:  
MP 591.6 to MP 554.9

**ABS**—in effect:  
MP 591.6 to MP 554.9

**Yard Limits**—in effect:  
MP 557.8 to MP 554.9

**Interlockings**

Mile Post	Type	Notes
MP 617.5	Manual	Controlling RR UP

**4. Subdivision Specific Rules Information**

**GCOR Rule 1.14, Pueblo Jct. to NA Jct.**—BNSF and UP trains and engines must use joint trackage and are governed by BNSF Timetable and System Special Instructions.

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Pueblo subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of transmission:

"BNSF 9373 South approach signal NA Jct.. at 35 MPH".

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

**GCOR Rule 6.2**—All crews must obtain GTBs from the UPRR dispatcher.

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

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

- Protecting bridges, tunnels or other structures: None
- Other TWD locations
  - MP 595.1
  - MP 570.7—Recall Code 8
- Other detectors
  - MP 612.5—High Water—Protected by controlled signal north end Baxter, signal 613.5 for southward movement
  - MP 557.4—High Water—Signals 558.7 and 556.2

**6. FRA Excerpted Track**

Location	Track Name	Track No.
Baxter	Yard Tracks	0223, 0224, 0226, 0227, 0229, 0231, 0232, 0233, 0235
Avondale	East and West Legs of Wye, Old Main	0678, 0679, 0683
Fowler	Mill Track	2802
Manzanola	Team Track	2002
Rocky Ford	Team Track, Factory Lead, Highline and Factory Track	1101, 1112 - 1115, 1118

7. Special Conditions

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

**NA Jct.**—Interchange destined to the CKP will be delivered on the former Missouri Pacific main track, Towner Subdivision. Tracks are listed as tracks 2901 and 2902

**Rocky Ford**—Six-axle units must not be used on the Sugar Factory Spur. The switch from the siding to the Sugar Factory Spur must remain lined and locked to allow southward train movements from the siding to the main track. When the switch is lined for movement to or from the Sugar Factory Spur the switch will display a red target. A gate is located 20 feet north of Chestnut Ave., Track 1112, entrance to the sugar company.

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Baxter	Economy Building Material	224	Fence protecting industry
Devine	Doane	231	Building
	Timberline Steel	236	Fence protecting industry
Rocky Ford	Western Sugar	1112	Fence protecting industry
		1115	Fence protecting industry
		1118	Fence protecting industry

Test Mile

MP 608 to MP 607

**Flash Flood Warnings**—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 587.6 to MP 587.2

8. Line Segments

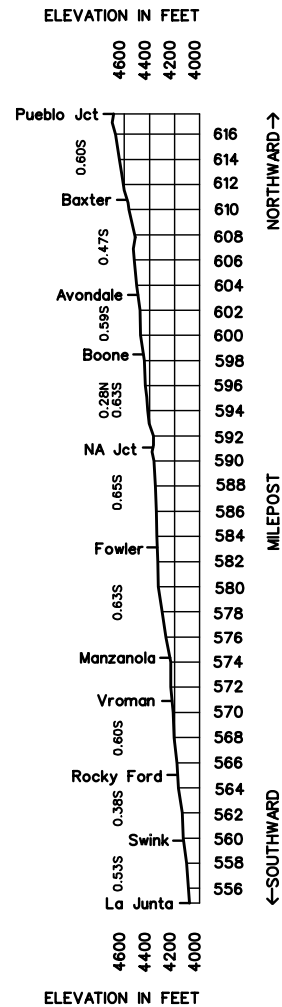
Road Line Segments

Line Segment	Limits
7304	La Junta to Pueblo Jct.

9. Other Location Information

Name	Mile Post	Capacity in Feet	Switch Opens
57180 Economy Building Spur	615.1	400	South
57180 Pueblo Chemical Depot	610.7	Yard	North
57175 Devine	610.7	3117	Both
57180 Pueblo Industrial Park	610.5	Yard	Both
57160 Boone	598.6	600	South
57155 Fowler	583.1	2,640	South
57150 Manzanola	574.1	1,200	South
57140 Rocky Ford	564.6	900	South

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Raton Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
Adj. Sub: Boise City; Adj. Sub: Pueblo Information for La Junta is found in the Boise City sub timetable.										
		56700	554.9	LA JUNTA	BC PTY				17.4	
	4,650	56660	572.3	TIMPAS					10.7	
	6,000	56650	583.0	MINDEMAN					8.5	
	6,250	56640	591.5	DELHI			TWC ABS ATS		13.2	
	6,250	56630	604.7	SIMPSON					10.3	
	4,750	56620	615.0	MODEL					11.3	
	6,150	56610	627.0	HOEHNES					9.5	
		40924	635.8	TRINIDAD Adj. Sub: Twin Peaks MP 634.9	JPY				1.3	
		56600	637.1	WEST TRINIDAD			CTC		1.5	
		89102	638.6	JANSEN					8.7	
			647.3	GALLINAS			2MT CTC		4.5	
		56555	651.8	WOOTTON					3.4	
	9,300	56510	655.2	KEOTA				7300	4.3	
	9,500	56500	659.5	RATON	XBPT				11.8	
	5,650	56490	671.3	HEBRON			CTC		7.5	
	5,900	56480	678.8	SCHOMBERG					12.6	
	6,050	56450	691.4	FRENCH	T				8.0	
	6,300	56445	699.4	SPRINGER					10.6	
	6,250	56440	710.0	COLMOR					9.7	
	6,100	56430	719.7	LEVY					5.6	
	3,800	56425	725.3	WAGON MOUND					17.0	
	4,650	56420	742.3	SHOEMAKER			TWC ABS		7.9	
	6,250	56415	750.2	WATROUS					9.3	
	7,602	56410	759.5	ONAVA					10.5	
	5,700	56400	770.1	LAS VEGAS	BP				215.1	
Adj. Sub: Glorieta, Southwest Div. Information for Las Vegas is found in the Glorieta sub timetable.										

Radio Call-In		
<b>Radio Channel 032 in service La Junta to Las Vegas</b>		
LaJunta - 12(X)	Delhi - 13(X)	Model - 14(X)
Trinidad - 15(X)	Jansen - 16(X)	Raton Pass - 22(X)
Raton Tunnel - 24(X)	Raton - 23(X)	
<b>Radio procedure for trains to talk to Raton DS 18 while operating in the tunnel and for communication between someone inside and outside the tunnel is as follows:</b>		
User inside tunnel remains on Channel 032		
User outside tunnel changes to radio frequency 065		
Both users can talk to Raton DS 18 as long as dispatcher has selected a Raton Pass station.		
Raton Pass - 52(X)	Raton Tunnel - 54(X)	Raton - 53(X)
French - 25(X)	Springer - 26(X)	Levy - 31(X)
Shoemaker - 32(X)	Las Vegas - 34(X)	Blanchard - 35(X)
Emergency - 911		
DS X=0, Mechanical Desk X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

**Dispatcher Information**  
 LaJunta to Wootton—817-867-7057, Fax 817-352-7069  
 Wootton to Las Vegas—817-867-7018, Fax 817-352-2408

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Passenger	Freight
MP 554.9 to MP 770.1 .....	79 MPH	55 MPH.
MP 554.9 to MP 770.1, freight trains exceeding 10,000 feet or 90 TOB and over.....		45 MPH.

- From MP 554.9 to MP 770.1, unless otherwise restricted, the maximum speed for freight trains is 60 MPH provided:
1. Train does not contain empty car(s). Refer to SSI 1(C) for determining speed for multiplatform, intermodal equipment.
  2. Train does not exceed 8,500 feet.
  3. Train does not average more than 80 TOB.
  4. Engineer can control speed to 60 MPH without use of air brakes.

(If unable to control speed to 60 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

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

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

MP 555.6 to MP 555.8 * ** .....	35 MPH	30 MPH.
MP 556.2 to MP 556.4 .....	55 MPH	50 MPH.
MP 576.2 to MP 577.2 .....	75 MPH.	
MP 587.1 to MP 589.3 .....	75 MPH.	
MP 591.0 to MP 591.4 .....	75 MPH.	
MP 593.3 to MP 594.1 .....	75 MPH.	
MP 595.1 to MP 596.5 .....	75 MPH.	
MP 605.1 to MP 605.5 .....	75 MPH.	
MP 615.6 to MP 615.8 .....	75 MPH.	
MP 618.0 to MP 618.5 .....	75 MPH.	
MP 619.6 to MP 619.7 * .....	40 MPH	35 MPH.
MP 619.7 to MP 622.5 .....	40 MPH	35 MPH.
MP 622.9 to MP 624.7 ** .....	40 MPH	35 MPH.
MP 633.5 to MP 633.8 .....	75 MPH.	
MP 636.1 to MP 637.5 .....	20 MPH	20 MPH.
MP 637.5 to MP 638.5 .....	45 MPH	35 MPH.
MP 638.5 to MP 643.0 .....	30 MPH	30 MPH.
MP 643.0 to MP 648.9 ** .....	25 MPH	20 MPH.
MP 648.9 to MP 651.2 ** .....	20 MPH	20 MPH.
MP 647.3 to MP 659.5 on descending grade		
Up to 90 TOB .....	20 MPH.	
90 TOB and over .....	15 MPH.	
MP 651.2 to MP 657.9 * ** .....	25 MPH	20 MPH.
MP 657.9 to MP 659.4 .....	40 MPH	20 MPH.
MP 659.9 to MP 660.5 ** .....	45 MPH	40 MPH.
MP 660.8 to MP 661.7 .....	70 MPH	60 MPH.
MP 663.1 to MP 667.1 .....	60 MPH.	60 MPH.
MP 690.2 to MP 690.5 * ** .....	50 MPH	45 MPH.
MP 690.9 to MP 691.2 .....	55 MPH	50 MPH.
MP 691.6 to MP 692.0 .....	65 MPH	55 MPH.
MP 692.2 to MP 692.5 .....	60 MPH.	60 MPH.
MP 696.0 to MP 696.2 .....	70 MPH	55 MPH.
MP 698.3 to MP 700.3 .....	65 MPH	55 MPH.
MP 719.1 to MP 719.3 .....	60 MPH.	60 MPH.
MP 730.8 to MP 731.6 .....	60 MPH.	60 MPH.
MP 736.1 to MP 739.8 * ** .....	40 MPH	40 MPH.
MP 739.8 to MP 747.3 * ** .....	45 MPH	40 MPH.
MP 747.6 to MP 748.1 * ** .....	40 MPH	35 MPH.
MP 748.1 to MP 749.0 * ** .....	45 MPH	35 MPH.
MP 749.0 to MP 749.9 * ** .....	40 MPH	35 MPH.
MP 754.7 to MP 754.9 * ** .....	60 MPH.	

\* Equipped with Westward ATS Inert Inductors  
 \*\* Equipped with Eastward ATS Inert Inductors

**1(C). Speed—Sidings and Main Track Switches and Turnouts**  
 Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Passenger	Freight
MP 572.3, Timpas, siding turnouts.....	10 MPH.....	10 MPH.
MP 583.0, Mindeman, siding turnouts .....	10 MPH.....	10 MPH.
MP 591.5, Delhi, siding turnouts .....	10 MPH.....	10 MPH.
MP 604.7, Simpson, siding turnouts .....	10 MPH.....	10 MPH.
MP 615.0, Model, siding turnouts .....	10 MPH.....	10 MPH.
MP 627.0, Hoehnes, siding turnouts.....	10 MPH.....	10 MPH.
MP 638.6, Jansen, crossover turnouts .....	30 MPH.....	30 MPH.
MP 647.3, Gallinas, crossover turnouts .....	20 MPH.....	20 MPH.
MP 651.8, Wootton, turnout .....	20 MPH.....	20 MPH.
MP 655.2, Keota, siding turnouts .....	20 MPH.....	20 MPH.
MP 659.5, Raton, siding turnouts.....	30 MPH.....	30 MPH.
MP 659.1, crossover turnout.....	30 MPH.....	30 MPH.
MP 671.3, Hebron, siding turnouts .....	10 MPH.....	10 MPH.
MP 678.8, Schomberg, siding turnouts.....	10 MPH.....	10 MPH.
MP 691.4, French, siding turnouts .....	30 MPH.....	30 MPH.
MP 691.4, York Canyon Spur, jct. switch turnout..	10 MPH.....	10 MPH.
MP 699.4, Springer, siding turnouts.....	30 MPH.....	30 MPH.
MP 710.0, Colmor, siding turnouts.....	10 MPH.....	10 MPH.
MP 719.7, Levy, siding turnouts.....	10 MPH.....	10 MPH.
MP 725.3, Wagon Mound, siding turnouts .....	10 MPH.....	10 MPH.
MP 742.3, Shoemaker, siding turnouts .....	10 MPH.....	10 MPH.
MP 750.2, Watrous, siding turnouts.....	10 MPH.....	10 MPH.
MP 759.5, Onava, siding turnouts.....	30 MPH.....	30 MPH.
MP 770.1, Las Vegas, siding turnouts .....	10 MPH.....	10 MPH.

**1(D). Speed—Other**  
 Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated.

MP 691.4, French, east and west leg of wye .....	10 MPH.....	10 MPH.
Las Vegas, tracks 0815 and 0816, Medite Plant.....		10 MPH.

**Temperature Restrictions**—When the air temperature meets the threshold temperatures shown below, freight trains must reduce speed to 40 MPH and passenger trains must reduce speed to 60 MPH on main tracks through the limits shown unless a more restrictive speed is in effect.

Limits	Threshold Temperature
MP 555.8 to MP 604.4	100 Degrees
MP 612.1 to MP 769.8	100 Degrees

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when train is restricted.

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

**2. Bridge and Equipment Weight Restrictions**  
**Maximum Gross Weight of Car**  
 La Junta to Las Vegas..... 143 tons, Restriction B

**3. Type of Operation**  
**CTC**—in effect:  
 MP 635.8 to MP 699.4  
**Multiple Main Tracks**—in effect:  
**2 MT**  
 MP 638.6 to MP 651.8  
**TWC**—in effect:  
 MP 554.9 to MP 635.8  
 MP 699.4 to MP 770.1  
**Yard Limits**—in effect:  
 MP 554.9 to MP 557.5  
 MP 634.8 to MP 635.8

**4. Subdivision Specific Rules Information**  
**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Raton subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of transmission:  
 “BNSF 9373 West approach signal WSS French at 35 MPH”.

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

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

**GCOR/MWOR Rule 6.28**—in effect:  
 East and west leg of the wye at French  
 York Canyon Industrial Spur.

**GCOR Rule 6.32.2**—When operating on the following sidings the Automatic Crossing Warning Devices Springer MP 699.8 (Colbert Avenue), Wagon Mound MP 725.10 (Park Street) and MP 725.52 (Bond Street) must be considered malfunctioning and movements must be made and protected as outlined by GCOR 6.32.1 as amended on BNSF.

**GCOR Rule 12.1**—ATS is in effect from La Junta to Trinidad.

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

A. Protecting bridges, tunnels or other structures  
 MP 649.8—DED—WWD—Recall Code 8  
 MP 657.0—DED—EWD—Recall Code 8

B. Other TWD locations:  
 MP 566.5—Recall Code 8  
 MP 594.5—Recall Code 8  
 MP 618.5—Recall Code 8  
 MP 649.8—DED—EWD—Recall Code 8  
 MP 657.0—DED—WWD—Recall Code 8  
 MP 675.8—Recall Code 8  
 MP 702.1—Recall Code 8  
 MP 728.0—Recall Code 8  
 MP 753.6—Recall Code 8

C. Other detectors:  
 High Water—MP 566.6—Signals 5692 & 5661  
 High Water—MP 576.6—Signals 5772 & 5741  
 High Water—MP 581.3—  
     Signals EWD Signal East Mindeman & 5801  
 High Water—MP 585.3—  
     Signals 5862 & WWD Signal West Mindeman  
 High Water—MP 586.9—Signals 5882 & 5861  
 High Water—MP 589.6—Signals 5902 & 5881  
 High Water—MP 591.6—Signals 5922 & 5901  
 High Water—MP 594.3—  
     Signals 5942 & WWD Signal West Delhi  
 High Water—MP 600.0—Signals 6022 & 5991  
 High Water—MP 600.5—Signals 6022 & 5991  
 High Water—MP 611.2—Signals 6122 & 6101  
 High Water—MP 615.4—Signals 6152 & 6141  
 High Water—MP 638.6—  
     EWD and WWD controlled signals at Jansen  
 High Water—MP 691.3—  
     EWD controlled signal at West French and  
     WWD controlled signal at East French  
 High Water—MP 727.1—  
     Signals 7272 & WWD Signal West Wagon Mound  
 High Water—MP 753.7—Signals 7562 & 7531

6. **FRA Excepted Track**  
 Hoehnes Industrial Spur Track 6402

7. **Special Conditions**  
**Jansen**—All yard tracks are covered by New Elk Mine.

**Las Vegas**—Do not block any road crossings into the Medite Plant.

**The use of Retainers between Jansen and Raton**—Speed restrictions, dynamic brake requirements, and special instructions governing the use of retainers for freight trains on descending grades between MP 643 and MP 659.5:

Dynamic Brake requirements for westward freight trains (The locomotive weight will not be included in the train tonnage except for those units on which the dynamic brake is inoperative.):

Minimum Number of Operative Axles of Dynamic Brakes Westward from MP 652.5 to MP 659.5 and Eastward from MP 652.0 to MP 639.0								
Total Trailing Train Tonnage	TOB 75 or less	TOB 76 to 85	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
2,000 or less	4	6	8	8	10	10	10	12
2,001 to 4,000	14	16	18	20	22	22	24	26
4,001 to 5,000	16	18	22	24	24	26	28	30
5,001 to 6,000	18	22	24	26	28	30	32	34
6,001 to 7,000	20	24	28	30	32	34	36	38
7,001 to 8,000	22	28	32	34	36	38	40	42
8,001 to 9,000	24	30	36	38	40	42	44	46
9,001 to 10,000	28	34	38	42	44	46	48	50
10,001 to 12,000	34	40	46	52	54	56	58	60
12,001 to 14,000	40	48	54	60	62	64	66	70

Total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the table. When using this table, round calculations up to the next whole number when determining TOB. For example, 105.1 TOB becomes 106 TOB.

For purposes of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in the train's total trailing tonnage.

Note: Maximum number of axles of dynamic brake which may be cut in on the lead consist of freight trains is 28 axles (ABTH Rule 104.3.2, Item B).

- A. Before leaving Raton Tunnel the locomotive consist must be known to have the minimum number of operative axles of dynamic brake (see the above table). If the train does not meet the minimum requirement, the train must not proceed. A Helper consist may be added to meet this requirement.
- B. After leaving Raton Tunnel, if the dynamic brake on the locomotives in the consist become inoperative, or one of the trailing locomotive's dynamic brake becomes inoperative, and the loss of dynamic brake causes the train to have less than the minimum required amount of dynamic brake axles, and the engineer has the train under control, the train may proceed without stopping.
- C. While operating on the descending grade between MP 643 and MP 659.5, if a dynamic brake failure results in less than the minimum dynamic brake axle requirements, the train may proceed down the descending grade if the speed is controlled, but must reduce speed to 15 MPH until the rear of the train has reached MP 659.5.
- D. Should conditions such as loss of dynamic brakes or an undesired emergency application (such as a kicker, an air hose separation, etc.) prevent the ability to control the speed normally by using the balance braking method, retainers must be applied as per ABTH Rule 103.7.6.

**Siding sign on a stop signal**—When the letter "S" (siding sign) is displayed on a stop signal, the train must stop and a crew member must operate the switch to enter the siding or the diverging route. The train will then be governed by signal indication.

**Recharging the brake system**—Between MP 643 and MP 659.5 under certain conditions such as an undesired emergency, a break-in-two, an emergency stop, etc., where it is necessary to hold the train while the brake system is recharging, starting behind the lead locomotive, apply a sufficient number of hand brakes to hold train, (ABTH Rule 102.1). The brake system must be fully charged after which a brake pipe reduction must be made sufficient to hold the train while the hand brakes are released. Before proceeding, all hand brakes must be released.

**Applying Retainers**—ABTH Rule 103.7 Grade Operation applies to freight trains operating between MP 643 and MP 659.5. The grade for this location is to be considered 3.1%-3.5% for the purpose of applying retainers (ABTH Rule 103.7.6).

**Brake Pipe Reduction to Control Train Speed**—Between MP 643 and MP 659.5, the total brake pipe reduction to control the train speed must not exceed 18 psi for trains averaging less than 135 TOB and 14 psi for trains averaging 135 or more TOB. If the total brake pipe reduction exceeds the above limitations, the train must be stopped immediately.

- A. To control train speed, a sufficient number of retainers (not less than 20), starting behind the lead locomotives, must be set in the high pressure position before releasing the train brakes. See ABTH Rule 103.7.6.
- B. Before proceeding, the brake system must be fully recharged. The excessive use of engine brakes to control the train speed is prohibited.

**Running Air Brake Test**—A running air brake test per ABTH Rule 100.13 must be performed by all freight trains between Raton and Raton Tunnel and between Trinidad and Raton Tunnel before passing the summit of the grade.

**Empty Unit Coal Trains**—All empty unit coal train movements on the Raton Subdivision with the head 15 cars consisting of any aluminum equipment and operating with all of the locomotive power on the head end of the train, must limit their dynamic braking to 24 axles. Information concerning dynamic brake axle rating is located in the System Special Instructions.

**Passenger Trains**—Passenger trains must make a running air brake test after departing Raton or Trinidad before passing the summit of the grade at the Raton Tunnel to determine the following:

- A. The retarding force of the air brake system.
- B. To insure the normal brake pipe pressure changes occur at the rear of train.

**Emergency Application Requirements**—All train crew members operating on the Raton Subdivision, from MP 643 to MP 659.5, must take action to stop the train with an emergency application of the brakes should the train exceed 5 MPH over the maximum authorized speed.

Freight trains on descending grades between MP 643 and MP 659.5 experiencing air brake problems must stop immediately using an emergency air brake application if necessary, and secure the train. The train must not proceed until the air brake system is repaired.

At MP 652.6 for westward trains and at MP 652.0 for eastward trains, freight trains required to stop before descending the grade must recharge the train brake system before proceeding.

**Automatic Brake Valve Cutout Position**—When operating freight trains on descending grades between MP 643 and MP 659.5 on the Raton Subdivision the Automatic Brake Valve Cutout Valve (ABTH Rule 104.7.2) will be placed in “FRT” position. In the event of equalizing reservoir leakage while operating on the descending grade between MP 643 and MP 659.5, the train must be stopped. After stopping, the train must be properly secured and the Automatic Brake Valve Cutout Valve placed in the “PASS” position. The train brake system must be fully charged before proceeding.

**Cold Temperature Air Brake Test**—To assure that a brake application can be maintained effectively for trains descending the mountain grades on the Raton Subdivision, perform the following air brake test prior to departing the locations listed below. This test is required on freight trains exceeding 1500 tons averaging 100 TOB and greater, when temperatures are below zero degrees Fahrenheit (-0 F):

Crew members must perform the following air brake test on their train prior to departing MP 659.5 on eastward trains and MP 638.6 on westward trains operating on the Raton Subdivision:

- A. Fully charge the air brake system.
- B. Make a 20-psi brake pipe reduction.
- C. Do not nullify the pressure maintaining feature of the automatic brake valve during this test (such as when performing a brake pipe leakage test).
- D. Wait 20 minutes.
- E. Inspect train for any brakes that either did not apply or have released.
- F. Set out all cars that have released during this inspection before departing.

**Winter Train Operations**—Operating practice requirements as prescribed by ABTH Rule 103.7.7, Inclement Weather Running Air Brake Test on Grade must be complied with by all westward trains exiting the portal of Raton Tunnel at MP 652.6 and by all eastward trains exiting the portal of Raton Tunnel at MP 652.0 at a speed not exceeding 10 MPH.

**TTOX and TTFX Restrictions**—Two-axle cars (TTOX, Car Kind Code QA) and multi-axle cars (TTFX, Car Code QDE) are restricted from operating between Trinidad and Las Vegas on the Raton Subdivision.

**Maximum Trailing Tonnage for Head End Power**

Westward:

- A. La Junta to Trinidad- General Service (“C” Grade Steel) 11,700 tons. Unit Trains with Grade “E” equipment 16,260 tons.
- B. Trinidad to Raton Tunnel- General Service (“C” Grade Steel) 3,960. Unit Trains with Grade “E” equipment 5,500.
- C. Raton Tunnel to Raton- General Service (“C” Grade Steel) 27,250 tons. Unit Trains with Grade “E” equipment 37,880.
- D. Raton to French- General Service (“C” Grade Steel) 27,250 tons. Unit Trains with Grade “E” equipment 37,880 tons.
- E. French to Las Vegas- General Service (“C” Grade Steel) 10,240. Unit Trains with Grade “E” equipment 14,230 tons.

Eastward:

- A. Las Vegas to French - General Service (“C” Grade Steel) 10,240 tons. Unit Trains with Grade “E” equipment 14,230 tons.
- B. French to Raton - General Service (“C” Grade Steel) 10,240 tons. Unit Trains with Grade “E” equipment 14,230 tons.
- C. Raton to Wootton - General Service (“C” Grade Steel) 4,200 tons. Unit Trains with Grade “E” equipment 5,840 tons.
- D. Wootton to Trinidad - General Service (“C” Grade Steel) 27,250 tons. Unit Trains with Grade “E” equipment 37,880 tons.
- E. Trinidad to La Junta - General Service (“C” Grade Steel) 21,970 tons. Unit Trains with Grade “E” equipment 30,540 tons.

Exception: In the application of this rule, articulated spine cars are considered Grade “E” equipment.

**Powered Axle Limitations**—The maximum number of rated power axles allowed in a locomotive consist must not exceed 36 when operating at the following locations:

MP 639 to MP 660

Note: All trains between Trinidad and Raton exceeding 3500 tons must utilize the balanced braking method of controlling speed as described in ABTH Rule 103.7.4.

**Train Makeup Instructions**—Between MP 639.0 and MP 660.0 trains greater than 2500 tons and less than 3500 tons must not have any empty platforms of a multi-platform car and must also not have any conventional cars 80 feet or longer weighing less than 45 tons within the first 15 cars/platforms of the train. Trains over 3500 tons will operate according to SSI 47.

Loaded Multi-platform double stack equipment may not be operated on the Raton Subdivision. (Car kind codes QY, QV, QW, QX, QT). Single well equipment (Car kind codes QU and QK) may be operated if loaded in the bottom only.

**Close/No Clearance Locations**

Location	Track Name	Track No.	Obstruction
Simpson	Army	4201	Concrete side dock
Trinidad	4 Track	7404	Buildings
	Rip Track	7407	Buildings
	Maverick Sand	7415	Buildings

**Long/Short Mile Locations**

MP 749 to MP 750 is 2,449 feet

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 583.0 to MP 604.7

MP 725.3 to MP 742.3

**8. Line Segments**

**Road Line Segments**

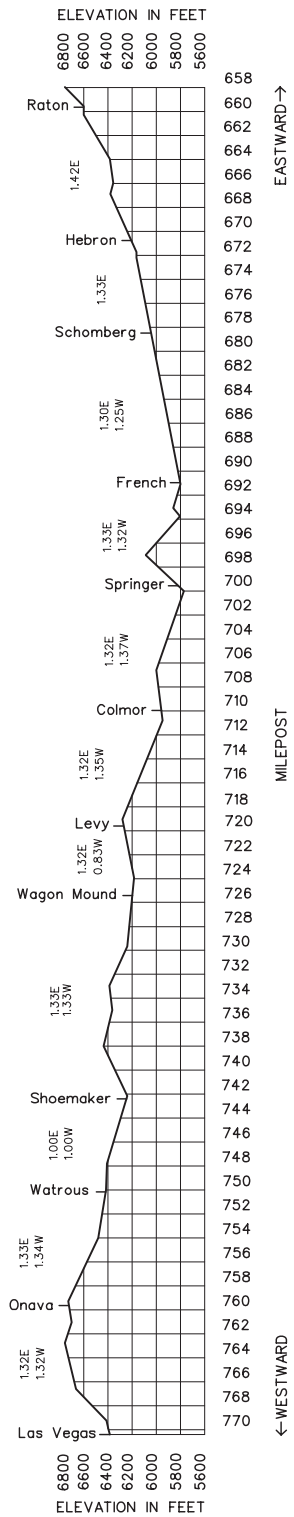
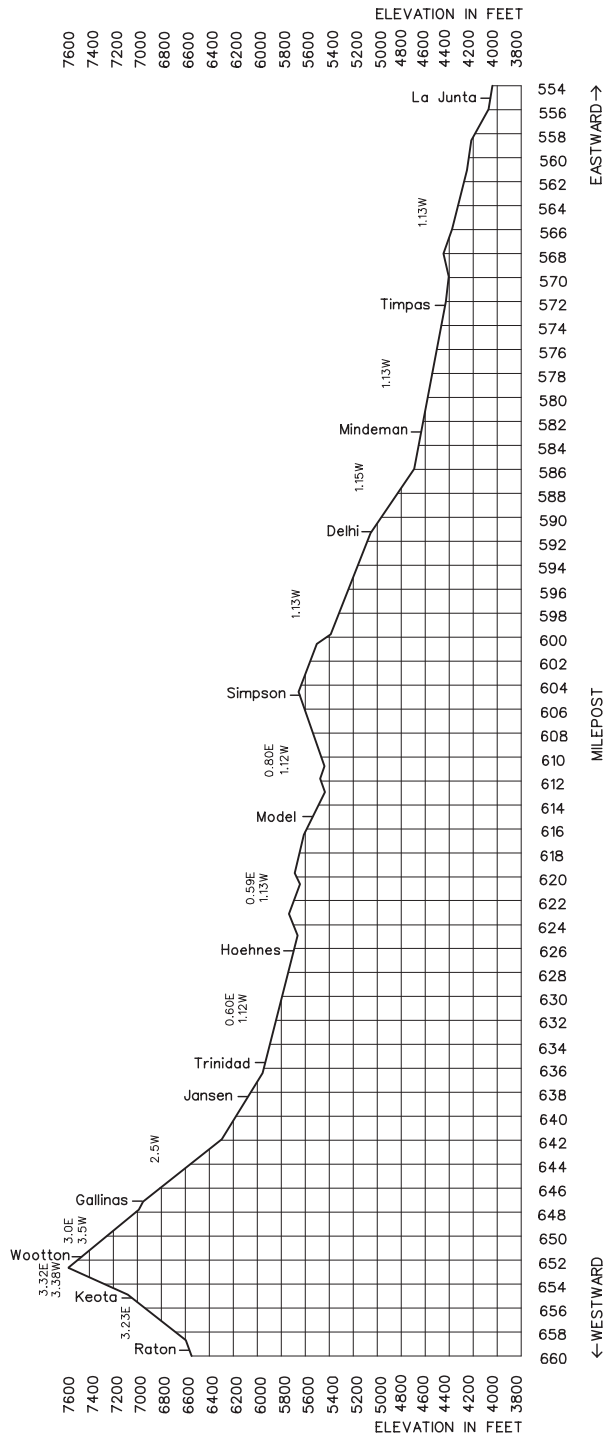
**Line Segment Limits**

7300 ..... La Junta to Las Vegas

**9. Other Location Information**

Name	Mile Post	Capacity in Feet	Switch Opens
56630 U.S. Army Pinon Canyon Maneuver Site	605.6	4,800	West
56430 Herzog	719.5	8,300	West
Medite	765.5	1,250	East

10. Grade Charts



S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Spanish Peaks Subdivision <b>MAIN LINE STATIONS</b>		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ N O R T H W A R D
	Adjoining Sub: Pikes Peak; Adj. Sub: Pueblo Information for Pueblo Jct is found in the Pikes Peak sub timetable.									
			120.3	PUEBLO JCT. UPRR Control Point RGCP917	JMT		CTC	477	1.6	
			121.2	SALT CREEK JCT.			TWC		3.6	
	41013	124.8		SOUTHERN JCT. Adj. RR: UP, MP 124.7 Adj. RR: CWR, MP 124.7	J				18.7	
	40993	143.5		CEDARWOOD	X		2MT TWC		11.2	
	40981	154.7		LASCAR	X				16.9	
	40965	171.6		WALSENBURG Adj. RR: UP, MP 171.7 Adj. RR: SLRG, MP 171.7	JX		TWC		8.5	
	40957	180.1		MAYNE					9.6	
	40946	189.7		LYNN			TWC ABS		6.4	
	7,735	40939	196.1	LUDLOW					12.2	
		40924	208.3	TRINIDAD Adj. Sub: Raton MP 208.3	BJ		CTC		88.7	
Adjoining Sub: Twin Peaks Information for Trinidad is found in the Twin Peaks sub timetable.										

Radio Call-In		
Radio Channel 036 in service Pueblo Yard to Salt Creek		
Pueblo – 34(X)		
Pueblo Yard to Southern Jct – 2323 (*06 alert tone for yardmaster)		
Radio Channel 066 in service Salt Creek Jct to Trinidad		
Baculite Mesa – 40(X)	Southern Jct – 47(X)	Walsenburg – 46(X)
Trinidad – 45(X)		
Emergency – 911		
DS X=0, Mechanical Desk X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		
UPRR Radio Channel 92 in service Main 1 Southern Jct to Walsenburg		
(*86 or *80)		
BNSF Radio Channel 66 in service Main 2 Southern Jct to Walsenburg		

**Dispatcher Information**  
 Pueblo Junction to Salt Creek—817-867-7016, Fax 817-352-7024  
 Salt Creek to Trinidad—817-867-7057, Fax 817-352-7069  
 UPRR Dispatcher 380, 0600-2200—800-726-1174  
 UPRR Dispatcher 386, 2200-0600—800-726-1178  
 UPRR On Duty Dispatcher 24/7—402-636-1655

**1. Speed Regulations**

**1(A). Speed—Maximum**

MP 120.3 to MP 208.3	<b>Freight</b> 49 MPH.
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**1(B). Speed—Permanent Restrictions**

MP 120.3 to MP 124.7	20 MPH.
MP 124.7 to MP 124.8	15 MPH.
MP 171.6 to MP 172.5	20 MPH.
MP 172.5 to MP 173.4	25 MPH.
MP 173.4 to MP 187.5	35 MPH.
MP 187.5 to MP 197.9	45 MPH.
MP 197.9 to MP 208.3	35 MPH.
MP 124.8 to MP 171.7, MT 1	40 MPH.
MP 124.8 to MP 171.7, MT 2	40 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	<b>Freight</b>
MP 121.2, Salt Creek Jct., turnout to North Lead	10 MPH.
MP 171.6, Walsenburg, automatic switch	20 MPH.
MP 180.1, Mayne, turnouts	20 MPH.
MP 196.1, Ludlow, siding turnouts	25 MPH.

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated.

North Lead (to Minnequa) MP 121.2 to MP 122.6X	10 MPH.
Minnequa, all yard tracks	10 MPH.
South Lead (to Minnequa) MP 122.6X to MP 124.7	10 MPH.
MP 124.7 Comanche Power Plant Lead to Comanche Power Plant	10 MPH.
MP 180.1, Mayne, storage track	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**

Pueblo to Trinidad	143 tons, Restriction A
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**3. Type of Operation**

**CTC—in effect:**

MP 120.3 to MP 121.2
MP 206.0 to MP 208.3
MP 121.1X to MP 122.6X—North Lead (to Minnequa)

**Multiple Main Tracks—in effect:**

<b>2 MT:</b>
MP 124.8 to MP 171.7

**TWC—in effect:**

MP 121.2 to MP 206.0
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**ABS—in effect:**

MP 171.7 to MP 206.0
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**Yard Limits—in effect:**

UPRR Main 1, Walsenburg MP 175.0 to MP 180.0
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**Interlockings**

Mile Post	Type	Notes
MP 120.3	Manual	Controlling RR UP

**4. Subdivision Specific Rules Information**

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Spanish Peaks subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of transmission:

“BNSF 9373 North approach signal NSS Ludlow at 35 MPH”.

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

**GCOR Rule 6.2**—All crews need to obtain GTBs from the UPRR dispatcher.



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

**GCOR/MWOR Rule 6.26**—When facing a northward timetable direction at MP 171.7, Main Track 1 is on your left and Main track 2 is on your right.

**GCOR/MWOR Rule 6.28**—In effect on Minnequa Lead (Old Way) MP 122.6X to MP 124.7.

**GCOR/MWOR Rule 8.3**—The normal position of Southern Jct. switches MP 124.8 is lined for movement from BNSF Main Track to Main Track 2 Southern Jct. to Walsenburg.

**GCOR/MWOR Rule 8.19**—Automatic switches by location includes both ends unless otherwise specified: Ludlow, Lynn, Mayne, and Walsenburg MP 171.7.

**The following General Code of Operating Rules items apply on Main 1, UPRR dispatched, between Southern Jct. and Walsenburg:**

**GCOR Rule 5.8.2, Sounding Whistle**—When operating on Union Pacific tracks, all whistle posts marked with an X require the whistle signal be sounded regardless of the type of crossing the train is approaching.

**GCOR Rule 8.19.1**—Radio Controlled Switches

Power Assisted Switch (PAS) DTMF sequence information:

Location	MP	Normal	Reverse
Vestas Plant	125.75 (MT1)	#1257366	#1257377

Radio Channel: 9292

Note: Control Point consists of a switch point indicator, dual control right hand switch and turnout with dual control split point derail.

When movement authority requires a train to stop at an Automatic Switch location, stop must be made before any part of a train passes the signal governing movement over the Automatic Switch.

At locations (designated in the timetable) where radio controlled Power Assisted Switches (PAS) are installed, the PAS locations are equipped with:

- Dual control switch machines
- Bidirectional switch point indicators per Rule 8.10
- Occupancy (OS) circuits with limits marked by signs reading "Begin OS" and "End OS".
- Signs reading "Switch Control" are located approximately 2 miles from the PAS locations.

Operating Instructions:

1. Upon passing a "Switch Control" sign use the radio keypad to transmit the proper sequence (designated in the timetable) to request the desired switch position and receive radio transmitted verbal confirmation of switch alignment at that location.
2. Once radio confirmation of proper switch alignment is received movement through the PAS location must be made within 10 minutes of confirmation or the movement must approach the PAS location prepared to stop.
3. If radio confirmation of proper switch alignment is not received, movement must approach the PAS location prepared to stop until the switch point indicator can be clearly seen to indicate proper switch alignment. Notify the train dispatcher that radio confirmation was not received.

Stop and Inspect Switch

If the radio message received is "Switch Not Lined" or no radio message is received and the switch point indicator continues to display an indication to stop and inspect switch:

1. Movement must stop before entering the OS circuit limits.
2. After stopping, the PAS may be operated by unlocking the box on the side of the signal bungalow and using the push-button.
3. After push-button operation is attempted, if the switch point indicator continues to display an indication to stop and inspect switch, employee must operate the switch by hand as outlined in Rule 9.13.1 (Hand Operation of Dual Control switches).

Note: If the switch point indicator can be clearly seen to indicate proper switch alignment, the movement may proceed without stopping. Notify the train dispatcher of malfunction.

Movement Completely Through a PAS Location

After movement is made through a PAS location, the switch point indicator will display an indication to stop and inspect switch and the switch will remain in the normal position. If switch was reversed, it will return to the normal position.

Route Change

If necessary to change the route that was originally requested, movement must stop outside the OS circuit limits and:

- Wait 15 minutes and then enter the proper sequence to line the switch for the desired route.
- Wait 15 minutes and then operate the push-button on the signal bungalow to line the switch for the desired route.  
or
- Operate the switch by hand as outlined in Rule 9.13.1 (Hand Operation of Dual Control Switches) to line the switch for the desired route

Additional Information

The PAS will not operate if the OS circuit at the PAS location is occupied. A proper sequence or push-button request must be made and confirmation of proper switch alignment must be received before movement enters the OS circuit limits at the PAS location.

Miscellaneous Instructions

Walsenburg: between MP 175.0 (Walsenburg) and MP 180.0 on old Alamosa branch line operation is joint with SLRG between MP 175.0 and MP 180.0 for interchange purposes.

**GCOR Rule 14.4**—Occupying Same Track Warrant Limits, delete the second paragraph of Part 1. Add to Parts 2 and 3:

If trains are listed on Track Warrant Line 18, the crew of another train or men and equipment entering the limits must not enter the limits:

- Until contacting all trains listed on Line 18 and reaching an understanding of moves to be made,
- Until receiving advice from the train dispatcher that the men and equipment have reported clear of the limits, or
- Unless a flagman walks one mile ahead.

**GCOR Rule 14.5**—Protecting Men or Equipment, add to Part 2: Line 18, the crew of the train or other men or equipment entering the limits must not enter the limits:

- Until contacting all foremen listed on Line 18 and reaching an understanding of moves to be made,
- Until receiving advice from the train dispatcher that the men and equipment have reported clear of the limits, or
- Unless a flagman walks one mile ahead.

**GCOR Rule 14.9**—Copying Track Warrants, change first sentence to read:

The conductor and the engineer must each have a copy of the track warrant issued to their train, and each crew member must read and understand it.

Change Part A to read:

A. Transmitting Track Warrants

1. The train dispatcher will transmit the track warrant, immediately followed by a summary of the total number of boxes and individual box numbers included by stating, "This track warrant has (total number) boxes marked (individual box numbers)."
2. An employee will enter all of the information transmitted by the train dispatcher, except the summary. As the summary is transmitted, the employee will check the total number of boxes and individual box numbers copied to ensure all items are included.
3. The employee will repeat the information to the train dispatcher, immediately followed by a summary of the total number of boxes and individual box numbers included by stating, "This track warrant has (total number) boxes marked (individual box numbers)".
4. The train dispatcher will check the repeat and, if all information including the summary is correct, will say OK and give the time and his/her initials.
5. The employee will enter the OK time and the train dispatcher initials on the track warrant and repeat them to the train dispatcher.

**GCOR Rule 15.1**—Track Bulletins, when applying the second paragraph of this rule to track warrants that list track bulletins only, be governed as follows:

Employees who receive a track warrant listing track bulletins (or "none" on Line 16) must contact the train dispatcher if:

- Incorrect/incomplete limits are listed on the "From" or "To" locations of the address, or
- The "OK" time is more than 4 hours old.

**GCOR Rule 15.15**—To ensure accuracy of UPRR mechanically transmitted track bulletins, all numbers written in the body of track bulletins are reprinted on the line directly below. The reprinted numbers are bracketed. Crews should make sure all numbers reprinted identically. Also, make sure all lines of the track bulletin printed. Do this by verifying:

- The sequential order of line numbers printed on the extreme left of the bulletin,
- Each numbered line contains information (however, lines containing bracketed numbers mentioned above do not have line numbers), and
- The numbered line with the train dispatcher's initials directly follows the last numbered line of information.

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

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

- MP 129.2—Main 2—Recall Code 478
- MP 155.6—Recall Code 468
- MP 171.9—DED—Exception Reporting
- MP 175.4—DED—Exception Reporting
- MP 180.9—DED—Exception Reporting
- MP 184.7—Recall Code 458
- MP 191.0—DED—Exception Reporting
- MP 195.3—DED—Exception Reporting
- MP 201.3—Recall Code 457
- MP 208.0—DED—Exception Reporting

**6. FRA Exempted Track**

Minnequa Yard Tracks 501 - 513, 520

**7. Special Conditions**

**Minnequa**—Trains operating Pueblo to Minnequa and beyond must contact the C&W yardmaster at 719-561-6951 prior to departure from Pueblo yard or Trinidad depot if their train is required/scheduled to perform work in Minnequa Yard. Notify the Rennick yardmaster at Pueblo when work is completed.

Notify the C & W Yardmaster of required protection as prescribed by Safety rule 13.1.1 in Minnequa Yard. Also notify C & W Yardmaster when work is completed or the Rennick Yardmaster when C & W Yardmaster is not on duty.

Normal operating hours of the C&W are 0700 to 2300, Monday through Friday, except holidays.

**North Lead MP 122.6X, Dual Control Switch and Derail to Minnequa Yard**—When instructed by the Control Operator to operate the dual control switch to Minnequa yard by hand, the dual control derail must also be operated by hand.

**Comanche Power Plant**—Crews operating to or from this facility must have a copy of the current General Notice outlining instructions for spotting, servicing and reporting work.

**GCC Dakota Cement Plant**—Two derails in use, MP 128.8. BNSF locked derail protecting main line and a split point derail entering the yard at GCC. The distance between Derail 1 and Derail 2 is approximately 0.9 miles with a grade of 1.4%.

Trains operating to GCC or out of GCC must call the GCC control room at 719-647-6850 prior to leaving the on duty location. GCC will need the following information: whether crew is arriving by car, light power or train and estimated time crew will arrive plant.

Arriving by light power or train, stop at 2nd derail. A telephone is located in the gray box on the wooden pole marked derail. The combination for the box is 6850. Call the control room with the telephone located inside the gray box by dialing 6850 to let them know train arrived. After call wait 10 minutes before entering yard. This gives GCC employees a chance to clear yard. There should be no movement in yard by GCC until BNSF has finished work and departed the yard.

There are 8 tracks in the GCC plant numbered 801 through 808 left to right facing east. The target numbers on the switches do not correlate with track numbers. Locomotives are not allowed to move through the receiving facilities on track 801 or the west end of tracks 802, 803 and 808.

Inbound crews must report Train Arrival using the VTR when the leading wheels leave the main line onto the GCC cement plant lead referencing Track 803 – Station Pueblo.

Outbound train crews must not leave on duty location without a proper wheel of the train. Contact Rennick Yardmaster if one has not been provided for you.

Some switches on the west end of the facility are solar powered; instructions are located in the control box. Contact GCC Control Room if a switch malfunctions or does not properly line. Do not use the hand crank to operate the switch.

All cars pulled from facility must be inspected, air tested and have the brake system charged prior to departing facility.

Employees must not ride the side of equipment within GCC Dakota. This includes tracks 0801 through 0808 and the Lead into the facility.

**Remote Control Area**

- MP 120.3 to MP 130.0

**Close/No Clearance Locations**

Location	Track Name	Track No.	Obstruction
Pueblo	American Iron and Metals	105	Gates at entry to plant
Southern Jct	GCC Dakota	Lead into facility	Switch stand
		801	Buildings
		802	Buildings
		803	Buildings
		808	Buildings

**Close Track Centers**

Location	Track Name	Track Nos.
Minnequa	BNSF/C&W Interchange Yard	Track 501-513

**Duplicate Mile Posts**—Between the following locations an “X” has been added to the mile posts because duplicate mile posts exist elsewhere on the subdivision:

Between MP 122.6 to MP 124.7 on the Minnequa Lead (Old Way)

**Long/Short Mile Locations**

MP 120 Pikes Peak Sub to MP 121 Spanish Peaks Sub is 11,670 feet

MP 123 to MP 124 is 2,112 feet

**Test Miles**

MP 205.0 to MP 206.0

MP 194.0 to MP 193.0

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:  
None

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

7358 ..... Minnequa Yard

**Road Line Segments**

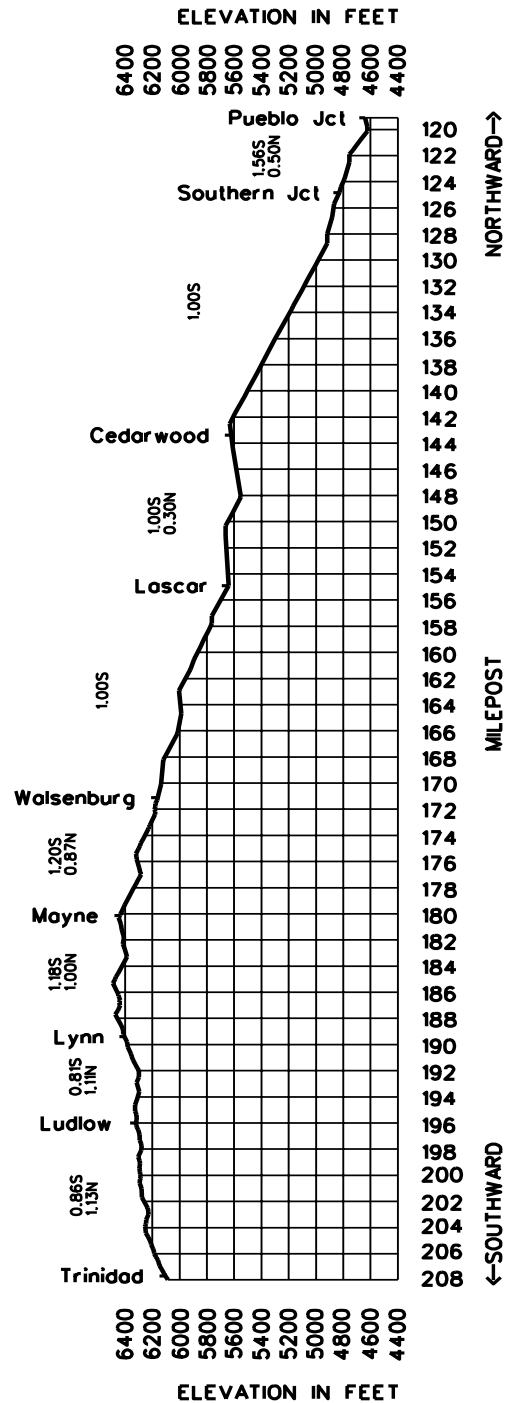
**Line Segment Limits**

477 ..... Trinidad to Pueblo Jct.

**9. Other Location Information**

Name	Mile Post	Capacity in Feet	Switch Opens
41013 North Lead (to Minnequa)	121.2	7,500	North
41013 CW Lead	124.6	25,000	South
41013 Comanche Lead	124.65	10,580	North
41013 South Lead (to Minnequa)	124.7	11,080	South
GCC	128.6	Yard	North
40993 Cedarwood	143.5	650	North
40981 Lascar	154.7	1,067	North
40965 Walsenburg	171.6	5,280	Both
40965 SLRG Spur			
DRGW Lead	171.7	Yard	North
40957 Mayne	180.1	7,650	Both
40946 Lynn	189.7	8,078	Both
40946 Homer Spur	191.0	1,000	South

**10. Grade Chart**



S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Twin Peaks Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ N O R T H W A R D
	Adjoining Sub: Spanish Peaks								
		40924	208.3	TRINIDAD Adj. Sub: Raton MP 208.3	BJPY			11.9	
	8,126	40917	220.2	BESHOAR				15.0	
	7,888	40903	235.2	BARELA				15.8	
	8,527	40886	251.0	TRINCHERE				12.1	
	8,099	40874	263.1	BRANSON				9.2	
	7,587	40865	272.3	ALPS			477	12.2	
	7,074	40854	284.5	FOLSOM				8.0	
	7,349	40844	292.5	DES MOINES				7.6	
		40837	300.1	GRANDE				15.5	
	8,627	40825	315.6	GRENVILLE				14.8	
		40807	330.4	ROYCE				16.8	
		40790	347.2 454.2	SIXELA				138.9	
Adjoining Sub: Dalhart									

Radio Call-In		
Radio Channel 066 in service Trinidad to Beshoar		
Trinidad - 45(X)		
Radio Channel 070 in service Beshoar to Sixela		
Beshoar - 46(X)	Trinchere - 43(X)	Branson - 48(X)
Des Moines - 42(X)	Mt. Dora - 41(X)	Sixela/Textline - 39(X)
Emergency - 911		
DS X=0, Mechanical Desk X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

**Dispatcher Information**  
817-867-7057, Fax 817-352-7069

**1. Speed Regulations**

**1(A). Speed—Maximum**

MP 208.3 to MP 347.2 .....	<b>Freight</b> 50 MPH.
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**1(B). Speed—Permanent Restrictions**

MP 208.3 to 273.1 .....	35 MPH.
MP 273.1 to 274.4 .....	25 MPH.
MP 274.4 to 280.7 .....	35 MPH.
MP 280.7 to 282.0 .....	25 MPH.
MP 282.0 to 287.7 .....	35 MPH.
MP 287.7 to 297.0 .....	40 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

MP 220.2, Beshoar, siding turnouts .....	35 MPH.
Trains 100 TOB and greater .....	25 MPH.
MP 235.2, Barela, siding turnouts .....	10 MPH.
MP 251.0, Trinchere, siding turnouts .....	35 MPH.
Trains 100 TOB and greater .....	25 MPH.
MP 263.1, Branson, siding turnouts .....	10 MPH.
MP 272.3, Alps, siding turnouts .....	10 MPH.
MP 284.5, Folsom, siding turnouts .....	10 MPH.
MP 292.5, Des Moines, siding turnouts .....	35 MPH.
Trains 100 TOB and greater .....	25 MPH.
MP 315.6, Grenville, siding turnouts .....	10 MPH.

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Trinidad to Sixela..... 143 tons, Restriction C

**3. Type of Operation**

**CTC**—in effect:  
MP 208.3 to MP 294.0

**TWC**—in effect:  
MP 294.0 to MP 347.2

**ABS**—in effect:  
MP 294.0 to MP 347.2

**4. Subdivision Specific Rules Information**

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Twin Peaks subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of transmission:

“BNSF 9373 North approach signal NSS Alps at 35 MPH”.

In helper operations, the Engineer (if single man helper) or Brakeman/Fireman must transmit this information.

**GCOR/MWOR Rule 6.19**—When flagging is required, the distance will be 2.0 miles.

**GCOR/MWOR Rule 8.19**—Automatic switches by location: Grande, Grenville, Royce, and Sixela.

**GCOR/MWOR Rule 8.20**—Derails are installed on the north and south end of the storage track at Grande.

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

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

- MP 210.2—DED—Exception Reporting
- MP 217.6—Recall Code 458 (Channel 66)
- MP 223.3—DED—Exception Reporting
- MP 227.5—DED—Exception Reporting
- MP 232.1—DED—Exception Reporting
- MP 238.0—DED—Exception Reporting
- MP 241.9—DED—Exception Reporting
- MP 245.1—Recall Code 438
- MP 248.5—DED—Exception Reporting
- MP 254.6—DED—Exception Reporting
- MP 260.5—DED—Exception Reporting
- MP 266.3—Recall Code 437
- MP 269.3—DED—Exception Reporting
- MP 275.0—DED—Exception Reporting
- MP 278.5—DED—Exception Reporting
- MP 282.1—DED—Exception Reporting
- MP 287.8—DED—Exception Reporting
- MP 290.1—Recall Code 428
- MP 295.7—DED—Exception Reporting
- MP 319.0—Recall Code 418

6. FRA Excepted Track—None

7. Special Conditions

**Trinidad**—All Northward trains must call the Trinidad train dispatcher for instructions before fouling the brick yard crossing.

When yarding a train in Pass 2, do not block access to North Spur, Track 5596 unless otherwise instructed or if length of train does not allow stopping short of the north spur.

Pass 1—7080 feet in length from crossing in front of depot to south fouling point.

Pass 2—6540 feet in length from fouling point of north spur to south fouling point.

**Royce**—Cars must be left at the southern most point. Permanent derails installed on both ends of siding.

**Sixela**—Northward trains leaving from other than main track are required to use the push button on the signal post at beginning ABS for any route departing Sixela at MP 347.2.

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

**Test Miles**

MP 343 to MP 342

MP 305 to MP 304

**Long/Short Miles Locations**

MP 211 to 214 is 2746 feet. MP 212 and MP 213 are missing.

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Twin Peaks Subdivision.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 249.8 to MP 251.1

8. Line Segments

**Road Line Segments**

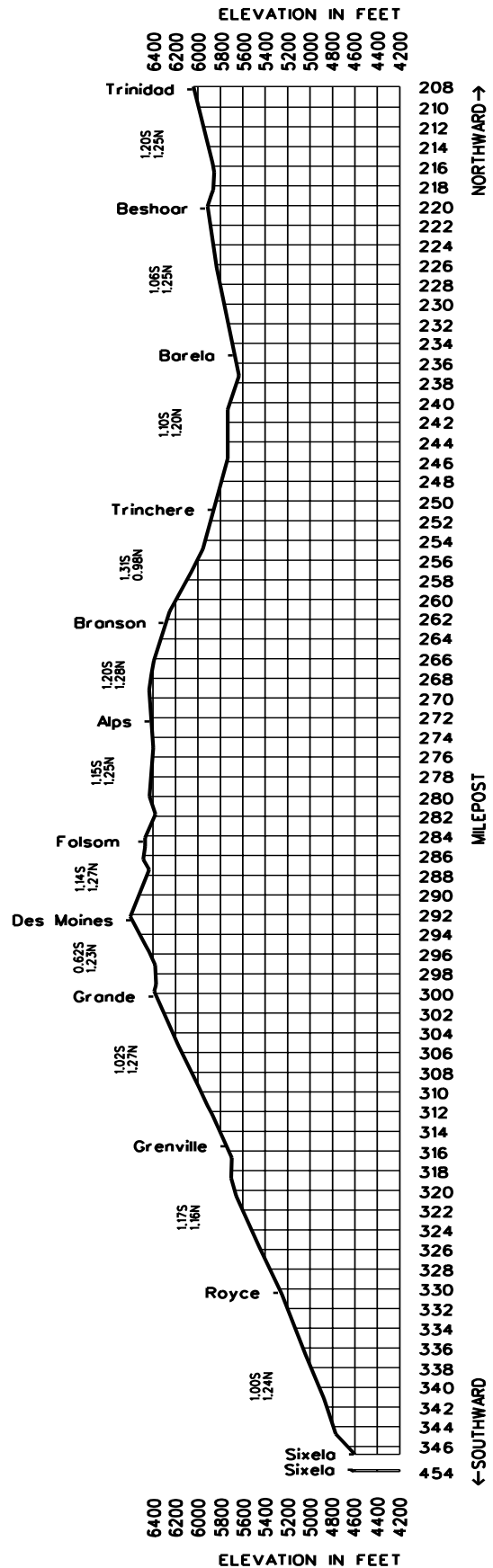
**Line Segment Limits**

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9. Other Location Information

Name	Mile Post	Capacity in Feet	Switch Opens
40850 Twin Mountain	287.0	693	North
40837 Grande	300.1	6,670	Both
40807 Royce	330.4	7,410	Both
40799 Clayton	338.0	1,500	Both

10. Grade Chart



**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

# TERMSDXO

- T - Trains
- E - Engines
- R - Railroad cars
- M - Men & equipment fouling track
- S - Stop signal
- D - Derail or switch lined improperly
- X - Crossings at grade
- O - Other crew movements

**Remember “TERMSDXO” when shoving cars**

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:

At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds