PB-27025

DENVER AREA
TIMETABLE #4

Effective 0900 Monday, November 16, 2009

D. J. Duffy, Executive Vice President - Operations
S. R. Barkley, Vice President - HDC & Network Operations
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This document supersedes:

Union Pacific Railroad Denver Timetable 3 effective Nov 12, 2006

EXPLANATION OF CHARACTERS

Symbol Represents	
ABS	AUTOMATIC BLOCK SIGNAL
ACS	AUTOMATED CAB SIGNAL
ATC	AUTOMATIC TRAIN CONTROL
ATS	AUTOMATIC TRAIN STOP
CTC	CENTRALIZED TRAFFIC CONTOL
TWC	TRACK WARRANT CONTROL
DT	DOUBLE TRACK
#MT	MULTIPLE MAIN TRACK - # (number MT's)
!	SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR
(A)	AUTOMATIC INTERLOCKING
B	BASE RADIO STATION
D	DRAW BRIDGE
(G)	GATE-NORMAL POSITION AGAINST CONFLICTING ROUTE
G	GATE-NORMAL POSITION AGAINST THIS SUBDIVISION
(M)	MANUAL INTERLOCKING
(S)	STOP SIGN
T	TURNING FACILITY
(X)	RAILROAD CROSSING AT GRADE
X	CROSSOVER BETWEEN MAIN TRACKS WITH DUAL CONTROL SWITCHES
Y	YARD LIMITS
(Z)	MANUAL INTERLOCKING WITH A RELEASE BOX AND A M/W KEY RELEASE, IF EQUIPPED
(11-2)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 2 SWITCH MACHINES
(11-3)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 3 SWITCH MACHINES
N	NORTHWARD
S	SOUTHWARD
E	EASTWARD
W	WESTWARD
C	CENTER

Symbol Represents	
+	HEAD - END RESTRICTION ONLY
(R)	REDUCE / RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION
(#)	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
#	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
@	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS
$	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
%	DRAGGING EQUIPMENT DETECTOR WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
&	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
(@)	WHEEL IMPACT DETECTOR EQUIPPED WITH RADIO TRAMSMITTED VERBAL DEFECT INDICATORS - TALK ON DEFECT ONLY
(&)	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR - TALK ON DEFECT ONLY

Track Diagram Color Codes

CTC		ATC	
ABS		ACS	
TWC		ATS	
YL / DARK		9.14 / 9.15	

OTHER AVAILABLE REFERENCE MATERIAL

Area #	Area Name	Order #	Area #	Area Name	Order #	Area #	Area Name	Order #
1	Portland	PB-27020	9	Kansas City	PB-27028	17	Houston	PB-27036
2	Salt Lake City	PB-27021	10	Salina	PB-27029	18	San Antonio	PB-27037
3	Roseville	PB-27022	11	Iowa	PB-27030	0	All Area 3 Hole Singles	PB-27038
4	Los Angeles	PB-27023	12	Twin Cities	PB-27031	0	3" Binder	PB-27019
5	Sunset	PB-27024	13	Chicago	PB-27032	0	Area Tabs (19 Each)	PB-27018
6	Denver	PB-27025	14	St. Louis	PB-27033	0	System Special Instructions	PB-27015
7	North Platte	PB-27026	15	North Little Rock	PB-27034			
8	Council Bluffs	PB-27027	16	Dallas / Ft. Worth	PB-27035			

Operating Practice

J.L. Breeden, General Manager - Operating Practice

M.S. Barnum, Sr. Director - Operating Practice

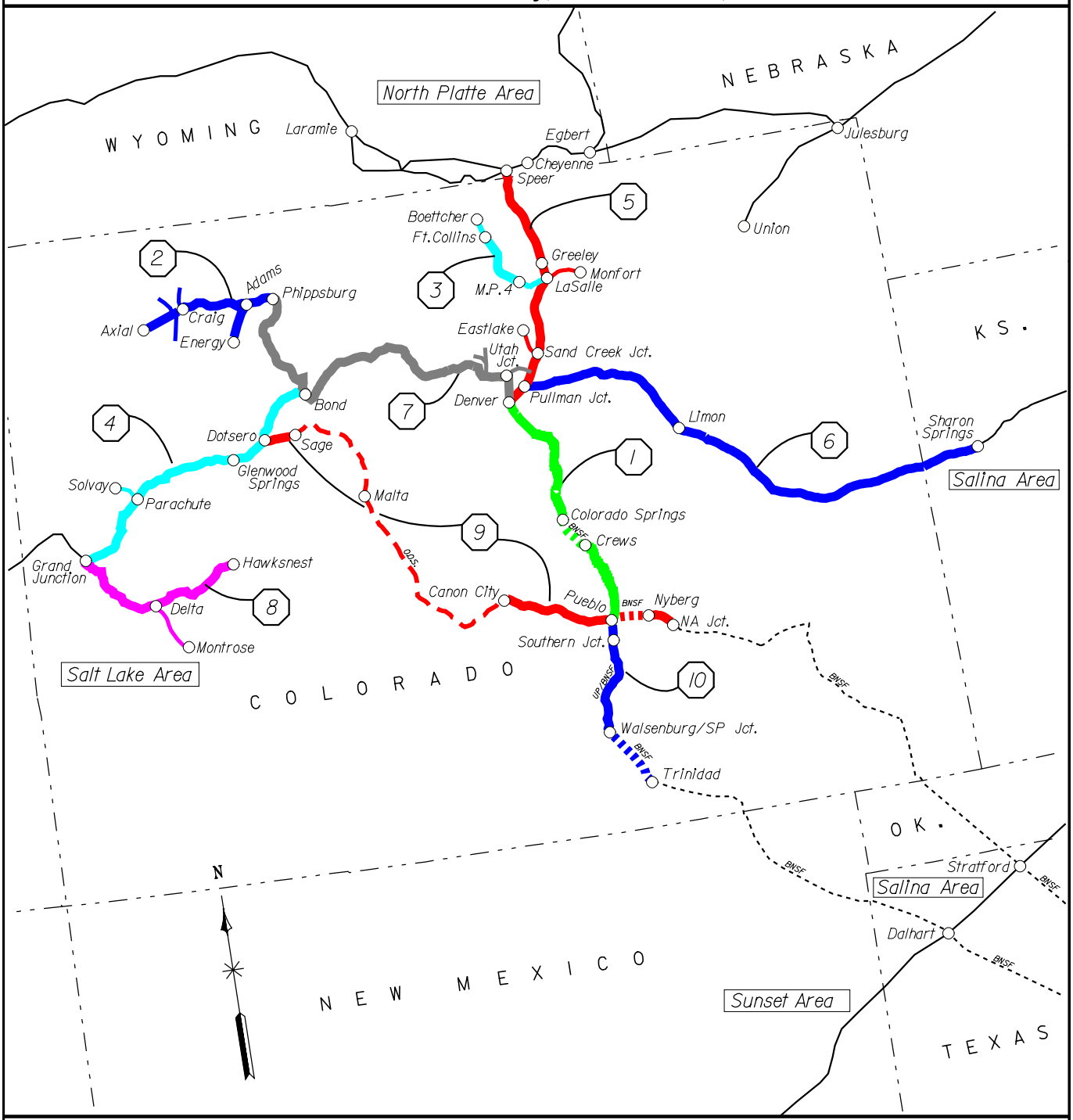
Rules Manager	Phone Number	Timetable Area
Greg Fowler	903-535-7047	Denver - Sunset - Houston - San Antonio - Dallas/Ft Worth
John Malcom	708-649-5322	Twin Cities - Chicago - Council Bluffs - Iowa - St Louis
Jack McGinley	909-685-2826	Salt Lake City - Portland - Roseville - Los Angeles
Phil Rogers	816-813-6197	Wichita - North Little Rock - Kansas City - North Platte

Building America

DENVER AREA

TIMETABLE #4

Effective 0900 Monday, November 16, 2009



1. COLORADO SPRINGS..... (0700)	5. GREELEY ..... (0710)	9. TENNESSEE PASS ..... (0705)
2. CRAIG ..... (0722)	6. LIMON ..... (0715)	10. WALSENBURG ..... (0702)
3. FORT COLLINS ..... (0713)	7. MOFFAT TUNNEL ..... (0719)	
4. GLENWOOD SPRINGS..... (0727)	8. NORTH FORK ..... (0730)	

DENVER AREA

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DENVER AREA

Station Name	Circ7 #	Subdivision	Page #
10TH STREET		GLENWOOD SPRINGS	24
11TH STREET		TENNESSEE PASS	30
36TH STREET	WD640	GREELEY	2
ADAMS		CRAIG	22
ADAMS	WD646	GREELEY	2
ADAMS	MJ471	CRAIG	22
ADOBE	MJ028	TENNESSEE PASS	30
AGATE	KP572	LIMON	10
AKIN	KP871	GLENWOOD SPRINGS	24
ALLEN	KP797	GLENWOOD SPRINGS	24
AMERICUS	MJ125	TENNESSEE PASS	30
AROYA	KP508	LIMON	10
ARVADA		MOFFAT TUNNEL	14
AULT	WD703	GREELEY	2
AVON	MJ189	TENNESSEE PASS	30
AXIAL	MJ627	CRAIG	22
AZURE	KP750	MOFFAT TUNNEL	14
BEGIN / END TWC		FORT COLLINS	8
BELDEN	MJ177	TENNESSEE PASS	30
BELTLINE CONN		GREELEY	2
BENNETT	KP609	LIMON	10
BOND	KP768	GLENWOOD SPRINGS	24
BOND	KP768	MOFFAT TUNNEL	14
BOWIE	MJ939	NORTH FORK	28
BRIDGEPORT	MJ817	NORTH FORK	28
BRIGHTON	WD659	GREELEY	2
BROADWAY		MOFFAT TUNNEL	14
BROWN CANON	MJ103	TENNESSEE PASS	30
BUICK	KP567	LIMON	10
BYERS	KP597	LIMON	10
C&S JCT.	KP645	MOFFAT TUNNEL	14
CAMEO	KP880	GLENWOOD SPRINGS	24
CANON CITY	MJ041	TENNESSEE PASS	30
CARR	WD726	GREELEY	2
CEDAR POINT	KP563	LIMON	10
CHACRA	KP818	GLENWOOD SPRINGS	24
CHEYENNE WELLS	KP463	LIMON	10
CLAY	KP660	MOFFAT TUNNEL	14
CLIFF	KP676	MOFFAT TUNNEL	14
CLIFFORD	KP526	LIMON	10
CLIFTON	KP891	GLENWOOD SPRINGS	24
CONVERSE	MJ934	NORTH FORK	28
COTOPAXI	MJ072	TENNESSEE PASS	30
CRAIG	MJ502	CRAIG	22
CRATER	MJ410	MOFFAT TUNNEL	14
CRESCENT	KP670	MOFFAT TUNNEL	14
DAWSON	MJ481	CRAIG	22
DEBEQUE	KP865	GLENWOOD SPRINGS	24
DELL	KP781	GLENWOOD SPRINGS	24
DELTA	MJ842	NORTH FORK	28
DENT	WF683	FORT COLLINS	8
DENVER UNION STATION		MOFFAT TUNNEL	14
DENVER UNION TERMINAL		GREELEY	2
DEPOT SIDING		GLENWOOD SPRINGS	24
DORSEY	MJ492	CRAIG	22
DOS	KP847	GLENWOOD SPRINGS	24
DOTSERO	KP791	TENNESSEE PASS	30
DOTSERO	KP791	GLENWOOD SPRINGS	24
EAST BOND		MOFFAT TUNNEL	14
EAST PHIPPSBURG		MOFFAT TUNNEL	14
EAST PORTAL	KP689	MOFFAT TUNNEL	14
EMPIRE	MJ609	CRAIG	22
EMPIRE JCT.	MJ610	CRAIG	22
END IND LD-BEGIN / END TWC		FORT COLLINS	8
ENERGY	MJ472	CRAIG	22
EVANS	MJ501	CRAIG	22
FLAT	KP732	MOFFAT TUNNEL	14
FLORENCE	MJ032	TENNESSEE PASS	30
FOX JCT.	KP641	MOFFAT TUNNEL	14
FRASER	KP701	MOFFAT TUNNEL	14
FRUITVALE	KP893	GLENWOOD SPRINGS	24
GLENWOOD	KP810	GLENWOOD SPRINGS	24
GOODNIGHT	MJ003	TENNESSEE PASS	30
GORE	KP745	MOFFAT TUNNEL	14
GRANBY	KP715	MOFFAT TUNNEL	14
GRAND JUNCTION	KP898	GLENWOOD SPRINGS	24
GRAND JUNCTION		NORTH FORK	28
GRAND VALLEY	KP852	GLENWOOD SPRINGS	24
GREELEY	WD692	GREELEY	2
GRIZZLY	KP804	GLENWOOD SPRINGS	24
GWR CROSSING		FORT COLLINS	8
GYPSUM	MJ216	TENNESSEE PASS	30
HAWKSNEST	MJ945	NORTH FORK	28
HAYBRO		CRAIG	22
HAZELTINE	WD652	GREELEY	2
HOBSON	MJ020	TENNESSEE PASS	30
HOTCHKISS	MJ925	NORTH FORK	28
HUGO	KP536	LIMON	10
JIM	KP447	LIMON	10
KELIM	WF809	FORT COLLINS	8
KIT CARSON	KP488	LIMON	10
KOBE	MJ144	TENNESSEE PASS	30
KREMMLING	KP743	MOFFAT TUNNEL	14
LA SALLE	WD687	GREELEY	2
LA SALLE (BEGIN IND LD)		FORT COLLINS	8
LACY	KP840	GLENWOOD SPRINGS	24
LEYDEN	KP651	MOFFAT TUNNEL	14
LIMON	KP551	LIMON	10
LUCERNE	WD696	GREELEY	2
MALTA	MJ151	TENNESSEE PASS	30
MESA	KP625	LIMON	10
MILLIKEN	WF802	FORT COLLINS	8
MINNEQUA	WD510	WALSENBURG	36
MINTURN	MJ182	TENNESSEE PASS	30
NA JCT.		TENNESSEE PASS	30
NATHROP	MJ113	TENNESSEE PASS	30
NEWCASTLE	KP822	GLENWOOD SPRINGS	24
NORTH YARD	KP643	MOFFAT TUNNEL	14
NUNN	WD712	GREELEY	2
PALISADE	KP885	GLENWOOD SPRINGS	24
PANDO	MJ169	TENNESSEE PASS	30
PARACHUTE		GLENWOOD SPRINGS	24

DENVER AREA

Station Name	Circ7 #	Subdivision	Page #
PARKDALE	MJ052	TENNESSEE PASS	30
PECOS		MOFFAT TUNNEL	14
PHIPPSBURG	MJ439	MOFFAT TUNNEL	14
PHIPPSBURG	MJ439	CRAIG	22
PIT THREE		CRAIG	22
PLAIN	KP664	MOFFAT TUNNEL	14
PLATTEVILLE	WD675	GREELEY	2
PORTLAND	MJ026	TENNESSEE PASS	30
PRINCETON	MJ132	TENNESSEE PASS	30
PROSPECT	KP640	COLORADO SPRINGS	34
PROSPECT	KP640	MOFFAT TUNNEL	14
PUEBLO	MX905	WALSENBURG	36
PUEBLO	MX905	TENNESSEE PASS	30
PUEBLO JCT.	MX903	TENNESSEE PASS	30
PUEBLO JCT. (TRK 2)	MX903	COLORADO SPRINGS	34
PULLMAN	KP638	LIMON	10
PULLMAN JCT.		GREELEY	2
RADIUM	KP755	MOFFAT TUNNEL	14
RANGE	KP786	GLENWOOD SPRINGS	24
RIFLE	KP836	GLENWOOD SPRINGS	24
ROCKY	KP657	MOFFAT TUNNEL	14
ROGERS MESA	MJ920	NORTH FORK	28
ROLLINS	KP681	MOFFAT TUNNEL	14
ROUBIDEAU	MJ837	NORTH FORK	28
ROYDALE	KP633	LIMON	10
SABLE	KP631	LIMON	10
SAGE	MJ212	TENNESSEE PASS	30
SALIDA	MJ096	TENNESSEE PASS	30
SAND CREEK JCT.	WD645	GREELEY	2
SANDOWN	KP634	LIMON	10
SHARON SPRINGS	KP430	LIMON	10
SHOSHONE	KP800	GLENWOOD SPRINGS	24
SIDNEY	MJ455	CRAIG	22
SILT	KP829	GLENWOOD SPRINGS	24
SOMERSET	MJ943	NORTH FORK	28
SOUTHERN JCT.	WD509	WALSENBURG	36
SP JCT.		WALSENBURG	36
SPEER	WS518	GREELEY	2
SPEER JCT.	WS517	GREELEY	2
SPIKEBUCK	MJ056	TENNESSEE PASS	30
STEAMBOAT	MJ462	CRAIG	22
STOCKYARDS	KP642	MOFFAT TUNNEL	14
SULPHUR	KP725	MOFFAT TUNNEL	14
SWALLOWS	MJ011	TENNESSEE PASS	30
SWISSVALE	MJ088	TENNESSEE PASS	30
TABERNASH	KP705	MOFFAT TUNNEL	14
TENNESSEE PASS	MJ161	TENNESSEE PASS	30
TERROR CREEK	MJ938	NORTH FORK	28
TEXAS CREEK	MJ065	TENNESSEE PASS	30
TOLLAND	KP686	MOFFAT TUNNEL	14
TOPONAS	MJ423	MOFFAT TUNNEL	14
TROUBLESOME	KP737	MOFFAT TUNNEL	14
TUNNEL	KP876	GLENWOOD SPRINGS	24
UNA	KP857	GLENWOOD SPRINGS	24
UP JCT.		MOFFAT TUNNEL	14
UTAH JCT.		MOFFAT TUNNEL	14
UTAH JCT.	KP644	MOFFAT TUNNEL	14
UTE JCT.	MJ604	CRAIG	22
VALLIE	MJ078	TENNESSEE PASS	30
VOLCANO	MJ414	MOFFAT TUNNEL	14
WALSENBURG	WD461	WALSENBURG	36
WATKINS	KP618	LIMON	10
WESKAN	KP442	LIMON	10
WEST BOND		GLENWOOD SPRINGS	24
WEST ELK	MJ944	NORTH FORK	28
WEST PHIPPSBURG		CRAIG	22
WHITE WATER	MJ813	NORTH FORK	28
WINTER PARK	KP696	MOFFAT TUNNEL	14
WOLCOTT	MJ199	TENNESSEE PASS	30
YARMONY	KP762	MOFFAT TUNNEL	14
YORK ST.		MOFFAT TUNNEL	14

GREELEY SUBDIVISION (0710)

Radio Display:
Speer to N. Hazeltine- 6969 (*18)
N. Hazeltine to Denver- 9292 (*86)

Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
98.6		CTC	W518	SPEER	WS518	
				(0.9)		
97.7			W098	SPEER JCT. T	WS517	
				(11.5)		
86.2			W086	CARR B	WD726	7716
84.6			W085	(13.2)		
73.0			W073	NUNN	WD712	8250
71.2			W071	(9.3)		
63.7			W064	AULT	WD703	8206
62.0			W062	(8.0)		
55.7			W056	LUCERNE	WD696	
54.2			W054	(3.2)		
52.5			W053	GREELEY	WD692	8349
50.7			W051	(5.3)		
47.2			W047	LA SALLE BT	WD687	8800
45.3			W045	(11.6)		
35.6			W036	PLATTEVILLE	WD675	8299
33.9			WO34	(14.9)		
20.7			W021	BRIGHTON !	WD659	8203
19.0			W019	(7.7)		
13.0			W013	HAZELTINE	WD652	8232
11.3			W011	(6.8)		
6.2			W006	ADAMS	WD646	
				(1.2)		
5.0			W005	SAND CREEK JCT.	WD645	
				(1.0) (X)BNSF(M)		
4.0		CTC 6.28	W004	BELTLINE CONN		
				(1.8)		
2.2				PULLMAN JCT. T		
				(0.5)		
1.7				36TH STREET B	WD640	
				(1.7)		
0.0				DENVER UNION TERMINAL		

(98.6)

SI-01 MAIN TRACK AUTHORITY

CTC between:
CP W518 and CP W005;
CP W005 and CP W004 Trk. 1.

ABS between:
CP W005 and MP 2.9 on outbound running track

RULE 6.28:
CP W004 and MP 0.0, Inbound Running Trk;
CP W005 and MP 0.0, Outbound Running Trk.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed Between Mileposts	MPH PSGR	FRT
98.6 and 4.9 (Except as Below)	**70**	**60**
98.6 and 97.7 (both legs wye)	30	30
97.7 and 86.2	50	50
52.4 and 50.8	20+	20+
50.8 and 46.9	50	50
46.9 and 45.9	20+	20+
26.3 and 25.2	50+	50+
20.0 and 17.9	50+	50+
6.6 and 4.9	35+	35+
4.9 and 4.0	20	20

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed MPH

1. Thru Sidings & Turnouts (No Exceptions)

2. Dual Control Switch Turnouts
CP W004 Beltline Connection..... 15

3. Misc. Speed Restrictions
All tracks, turnouts and crossovers between Beltline Connection at York Street and north leg of the KP Wye..... 15
Connection track to Beltline Industrial Lead between CP W004 and UP Jct. CP DS902 15
KP Wye north leg..... 15
KP Wye south leg..... 10
Outbound running trk. between CP W005 and MP 2.8 20
Inbound running trk. between CP W004 and MP 2.8..... 20
Inbound and outbound running trks. between MP 2.8 and MP 0.0..... 10

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS

Remote Control Area:
Denver 36th Street Yard;
Greeley Sub. MP 0.0 to MP 6.0 and Boulder Industrial Lead;
Limon Sub. MP 637.6 to MP 625.6.

Remote Control Zones:
Zone 1 North: at the south end of 36th street yard, which includes the south end high/low switch extending south on the switching lead to and including the 10 crossover switch.

Zone 1 South: at the south end of 36th street yard, from the clearance point of the 10 crossover extending south on the third rail to the clearance point of the Denargo Wye crossover from the inbound to the third rail.

Zone 2 South: south end of 36th Street Yard from Melody crossovers south on inbound to north switch at Denargo Wye crossovers.

Zone 2 North: south end of 36th Street Yard from the north end of Inbound/Switching Lead crossover, through the Inbound and Inbound Pocket to north clearance point of Melody Crossovers.

Zone 3 South: south end of 36th Street Yard from Melody Crossovers south on Outbound to south switch of Back Lead.

Zone 3 North: south end of 36th Street Yard from Inbound/Outbound crossover south on the Outbound through Outbound Pocket to north clearance point of Melody Crossovers.

Zone 4 South: south end of 36th Street Yard from north end of the Henry Meyer/Back Lead Switch south on the Back Lead to clearance point at south end Back Lead.

Zone 4 North: south end of 36th Street Yard from 804 ramp switch south on the Roundhouse Lead to north switch of the Roundhouse pocket on the diverging route.

GREELEY SUBDIVISION (0710)

SI-06 RCL OPERATIONS Continued...:

RCL Operation: When operating Remote Control Locomotive consists in tracks with PSP, observe the maximum tonnage restrictions as listed in table

Zone	1 unit	2 units	Maximum entry speed
1-4	2500 tons	4000 tons	10 MPH

If tonnage exceeds that listed in the table above, air brakes must be cut in and operative to assure necessary braking to stop locomotive and cars being handled. Cut in a minimum of one car of air for every 500 tons in the cut with a minimum of 5 cars of air coupled.

All cars handled must have air brakes cut in and operative whenever PSP is overridden or movement is to operate beyond pull back protection. Movement must be controlled by the RCO riding the locomotives. Exception:

When pulling cuts to set trains south of the Yard office at 36th Street, comply with the minimum of 1 car with operative air brakes for 500 ton rule as stated in the tonnage chart. The 100% air brake rule is not required for this move. When in RCL operation, do not exceed 12 axles on controlling locomotive consist.

Rule 6.7. Before entering RCL zones, contact the Yardmaster to determine if RCL Zones are activated. If activated Zones are in effect, contact the Remote Control Operator (RCO) in charge of the Zone for permission to enter.

Before any remote controlled switches are operated within an active RCL Zone, permission must be obtained from the RCO that has the Zone activated.

When Remote Control Zones are activated or deactivated, the Yardmaster must be notified. The Yardmaster will keep a log of any activated Zone and when the Zone is activated and deactivated.

Radio channels: When Zone is activated, Zones 1-4 (North / South) use 27-27.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

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

SI-08 RULES ITEMS

Rule 8.20: On auxiliary tracks equipped with derails, when practicable leave cars or locomotives within 100 feet of the protecting derail. When cars are set out on a track where grade is sufficient to cause unsecured cars to move, derail protection must be provided on the downhill end.

Rule 13.1.4: ACS Test Loops:
MP 96.9 to CP W098 northward;
MP 46.1 TK500 at La Salle.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

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

SI-11 INDUSTRIAL LEADS

Boulder Industrial Lead:(0712) extends 9.0 miles from Sand Creek MP 5.0 to Eastlake. At Sand Creek, standing trains must not block Brighton Blvd. Obtain permission from Yardmaster at 36th Street before fouling crossing.
At 128th Ave. MP 9.2, STOP signs located right of track in direction of approach. Trains must approach grade crossing prepared to stop, and stop must be made within 50 feet of stop sign. After engine occupies track circuit within 50 feet of stop sign, grade crossing warning signals will activate within one minute. Train must wait until automatic warning devices protecting the highway grade crossing have been operating long enough to provide warning to highway traffic before train movement occupies crossing.

Ruling Grade 0.70

Business Tracks	MP	Sta.#'s
Northglenn E	6.7	WF652
Eastlake	9.0	WF654

Monfort Industrial Lead:(0711)
from La Salle (MP 46.3) MP 150.9 to MP 140.0. Maximum Speed 20 MPH. Highway crossing warning device signals on Highway 34 MP 141.28 are located at MP 141.26 and MP 141.30 to the left of track in direction of approach. Trains must approach these signals prepared to stop. If signal displays stop, this is an indication that auto traffic warning devices have not been activated and movement must be preceded by a flagman over the highway crossing. If signal displays clear, auto traffic warning devices have been activated and a flagman need not precede movement over the highway crossing.

Ruling Grade 0.30

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

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 tons.

TPOB Speed Restrictions:
Southward freight trains from Speer Jct. CP W098 to Carr CP W086.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
60 to 80	500+	30 MPH
80+ to 100	Less than 500	35 MPH
	500+ to 1000	30 MPH
	1000+	20 MPH
100+	Less than 500	30 MPH
	500+	20 MPH

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

GREELEY SUBDIVISION (0710)

SI-14 MISC. INSTRUCTIONS

Radio Controlled Switches

Radio controlled power yard switches have been installed in the 36th Street Yard. The switches are all equipped with push button and hand operation pump handles. In addition, switches are equipped with remote radio control operation. Radio control switches are also equipped with wheel counter loops requiring that cars and locomotives be outside of the loop when the switch is being either operated by push button or radio.

Stopping cars or locomotives within the loop will prevent the switch from being able to be operated. Locations of loop starts are approximately 50+ feet from the switch and beyond the clearance point.

Crossover switches are inter-connected, both with switch operation and wheel counting loops. Operation of one crossover switch will cause both switches to operate, therefore both loops must be clear of cars and locomotives.

Switch operations that "Fault" will have to be inspected for obstruction or in winter operations, cleaned free of snow and/or ice. When a remote control switch broadcasts "check points", employee must check the points of all switches associated with that switch number.

Push Button Operation

The push button is inside a small protective cover and secured with a locking hasp and cover. The hasp must be locked when push button is not being used to operate switch.

Remove the lock from the hasp and push the button located under the cover plate. Switch will line opposite of the current route. Replace the lock and secure. Visually inspect the switch points.

Lining The Switch By Hand

The pump handle used with the hand operation of the switch also acts as the locking bar for the hand throw cover. The locking tabs on the pump handle and the cover overlap to provide a lock that ties the handle and the cover together when a lock is installed.

(1) Remove the pump handle from the holders located down the side of the switch machine.

(2) Open the hand throw cover and insert the pump handle in the pump cartridge, actuating head.

(3) Select the direction of switch point travel by moving the directional travel lever sticking through the end of the switch machine in the direction the points are to move. If the direction of travel is incorrect, simply reverse the position of the valve lever as this will reverse the direction of point travel. Operate the hand throw by moving the pump handle back and forth until the points are fully lined for the desired route. (The pump will require about 15 strokes to fully line the switch.)

(4) Visually inspect the switch points to ensure the points fit properly.

(5) After completing the hand operation, close the cover, reinstall the pump handle in the holder, align the locking tabs of the cover and the pump handle and reinstall the lock. The valve lever may be left in either position, as it will have no affect on the electrical operation of the switch.

Some power switches are equipped with Solar panels that charge the battery that provides power to operate the switch. Any damage to the solar panels must be reported to the yardmaster or terminal manager on duty. The battery has storage capacity to allow the switch to operate 800 movements without any recharge.

SI-14 MISC. INSTRUCTIONS Continued...

Radio Control Operation

Switches equipped with radio control have been designated to use the yard frequencies 27-27 at the South end of 36th Street Yard and 42-42 at the North end of 36th Street Yard. The radio keypad is used to "call" the switch and command a position. The first keystroke required will be the # key. This key "wakes" the switch machine and prepares it for an actuation code transmission. The # key would then be followed by from 1 to 10 characters in proper sequence or combination. Each switch, or interconnected crossover, is designated by a switch number. The actuation codes for switches in the south end of 36th Street Yard is #7 followed by the switch number followed by the position the switch is being requested to line. The actuation code for the switches at the north end of 36th Street yard start with #6 rather than #7. For all switches, "1" is the normal position throw code, "3" is the reverse position throw code, and "5" is the query code. The "query" command allows the user to receive a voice message of the switch position without throwing or lining the switch machine.

The actuation codes resemble the following examples:
Switch #13:
Normal position throw code = #7131
Reverse position throw code = #7133
Query code = #7135
Switch #02:
Normal position throw code = #7021
Reverse position throw code = #7023
Query code = #7025

Radio controlled power yard switches in the route between the Belt Line and the Limon Subdivision via the KP Wye are in a "daisy-chain" configuration which means they can all be lined in sequence by using a single radio code.

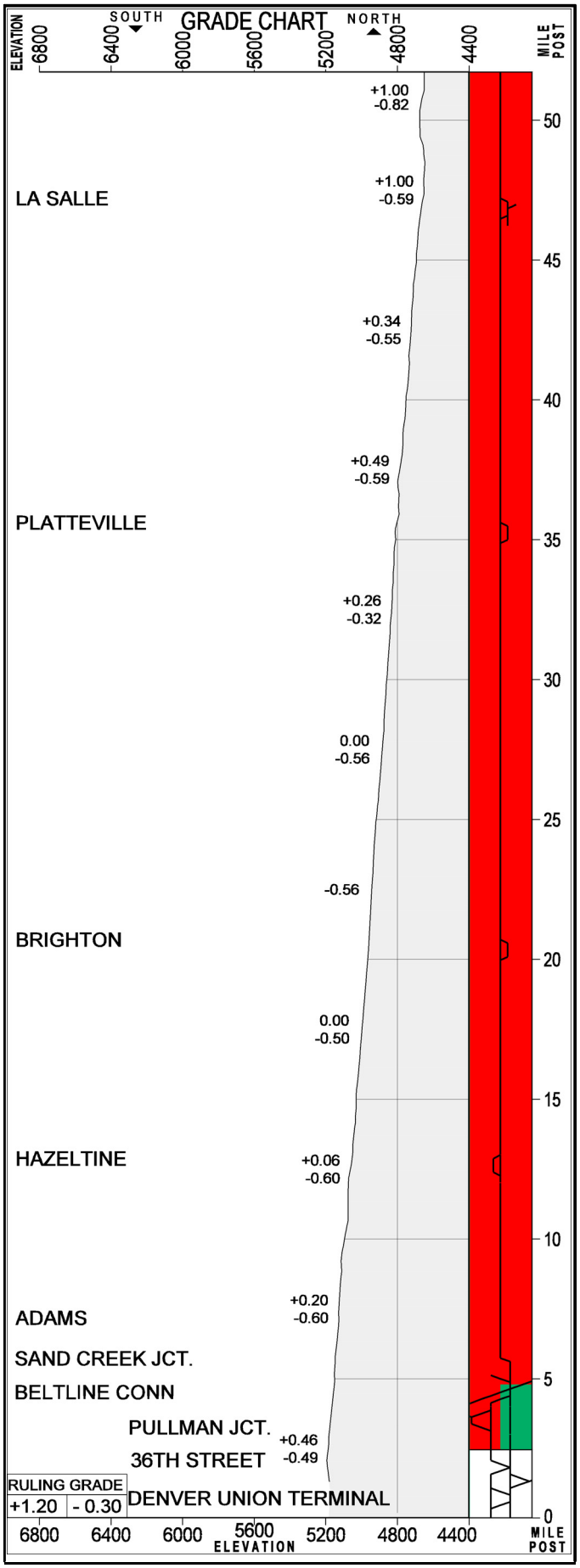
The daisy-chain radio code that actuates those switches to line for the route is *6243.

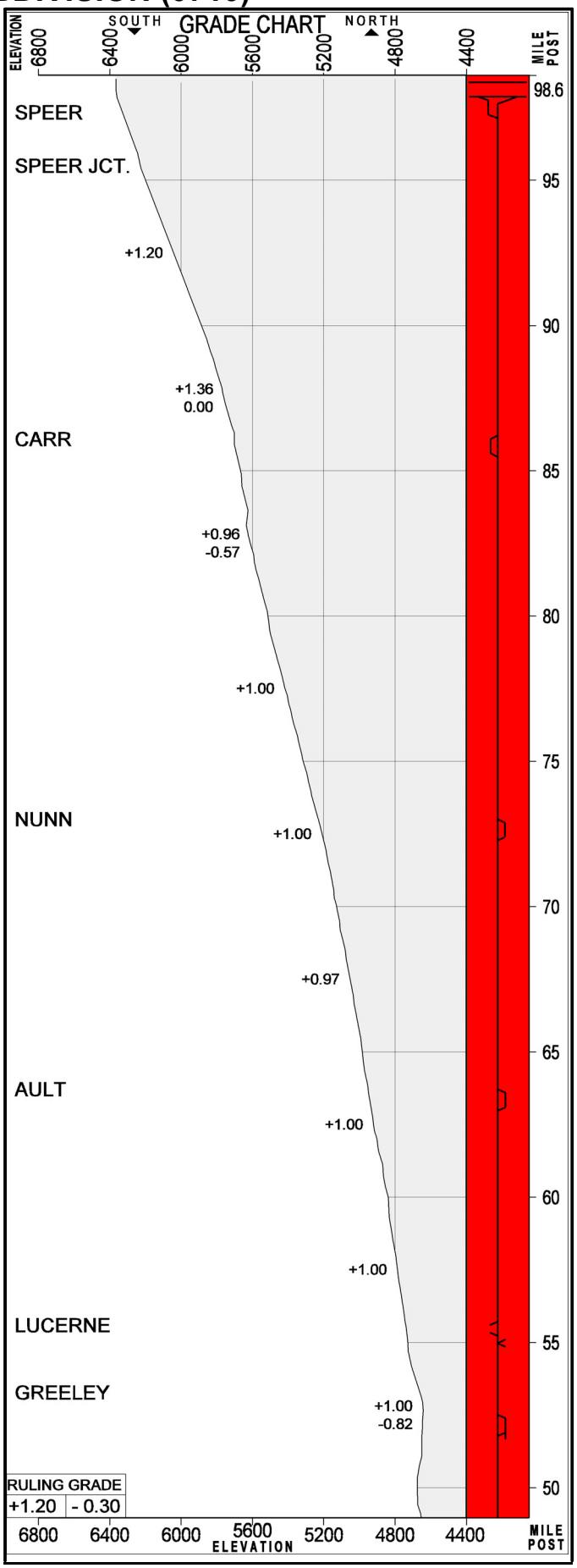
When this radio command is used, radio confirmation of each switch position will be given for each switch in the route. The process of lining the switches and receiving radio confirmation will take approximately 50 seconds. If confirmation of switch position is not received due to radio interference, use the query function to check position of switch. Switches in this route may also be lined individually as described above. Position of switches when properly lined for this route are listed below from west to east:

Switch 24 - reverse
Switch 23 - normal
Switch 20 - normal
Switch 19 - normal
Switch 25 - normal

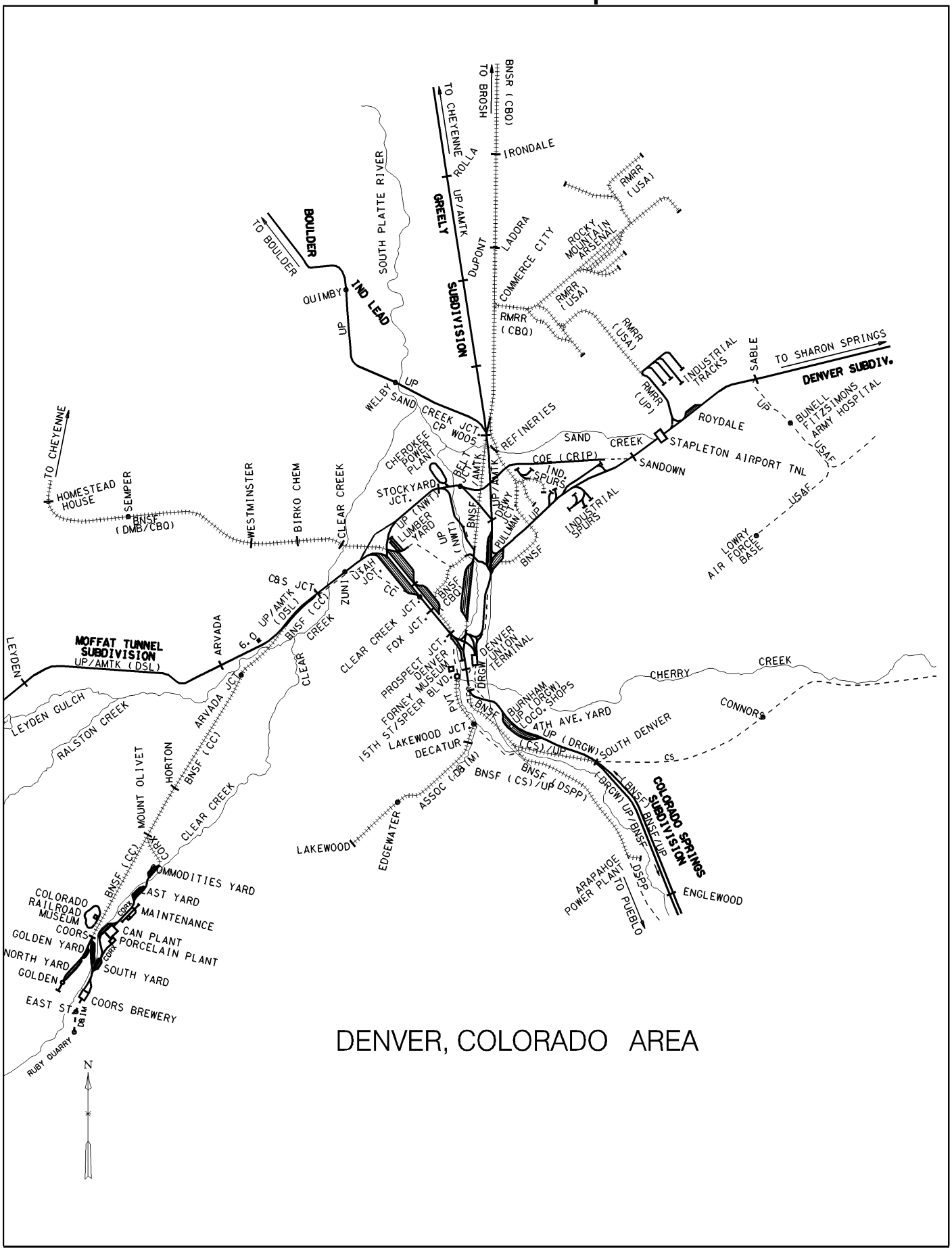
Eastward movements from the Belt Line to the Limon Sub should activate daisy chain switches only after authority is obtained from the Yardmaster to access the Pullman Wye and after headend passes UP Jct.
Westward movements from the Limon Sub to the Belt Line should activate daisy chain switches only after authority is obtained from the Yardmaster to access the Pullman wye and headend is approaching MP 637.6.

GREELEY SUBDIVISION (0710)

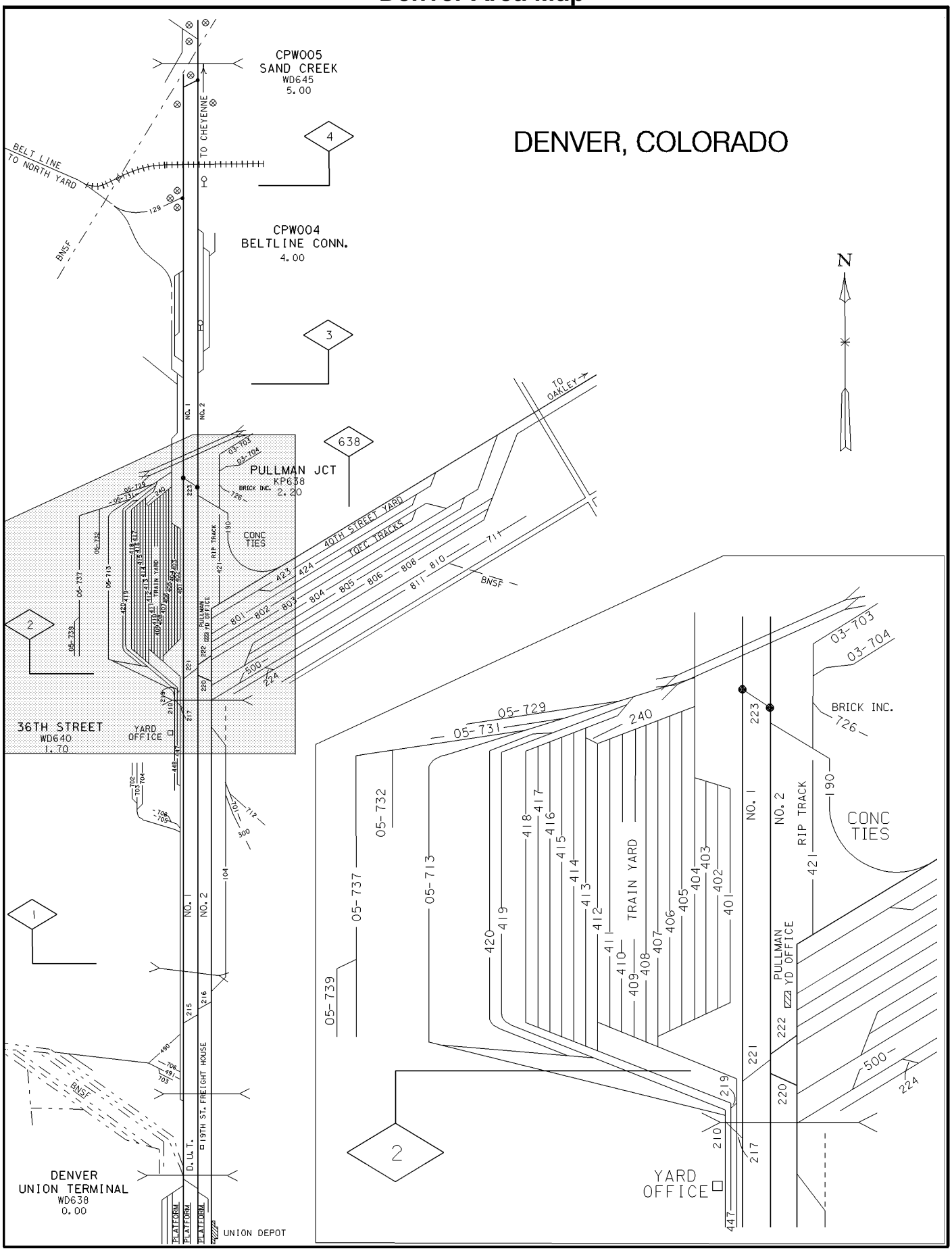




Denver Terminal Map



Denver Area Map



FORT COLLINS SUBDIVISION (0713)

Radio Display:
La Salle to Boettcher- 6969 (*18)

Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
0.0				LA SALLE (BEGIN IND LD) (4.0)		
4.0		TWC		END IND LD-BEGIN / END TWC (3.0)		
7.0				DENT (2.0) T	WF683	
9.0				MILLIKEN (7.0)	WF802	
16.0				GWR CROSSING (0.4) (X)(S)		
16.4				KELIM (13.1)	WF809	
29.5		IND LD		BEGIN / END TWC		
				(25.5)		

SI-01 MAIN TRACK AUTHORITY

TWC between:
MP 4.0 and MP 29.5.

Rule 6.28 between:
MP 0.0 and MP 4.0
MP 29.5 and end of track.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 4.0 and 29.5	
(Except as Below)	**40**
4.0 and 7.0	25
7.0 and 7.4 (Wye)	15
16.0 (X)	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions)	
2. Dual Control Switch Turnouts (No Exceptions)	
3. Misc. Speed Restrictions	
Loaded covered hoppers: unless a speed of 22 MPH or greater can be maintained, trains handling 10 or more loaded covered hopper cars coupled consecutively	12

SI-04 MAIN TRACK DESIGNATIONS

Between MP 4.0 and MP 29.5 is designated main track.

Between MP 30.7 and MP 31.2 operation is joint with BNSF. Rule 6.28 applies.

SI-05 MILEPOST EQUATIONS

Fort Collins Sub MP 0.00 = MP 45.96 Greeley Sub.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS

Rule 6.32.2: MP 16.8 Hwy 34, MP 30.8 Lemay St., MP 34.7 Hwy 287 Ave., have crossing warning device signals in service. Trains must approach these signals prepared to stop. If signal displays clear, traffic warning devices have been activated and train may proceed. If signal displays STOP or dark, this is an indication traffic warning devices have not been activated and train movement must be preceded by a flagman over the highway crossing.

Rule 6.32.2 - Ft. Collins:
MP 32.3: (College Ave.) Stop lead unit or lead car past sign "Crossing Start", wait fifty (50) seconds for clear signal, which indicates College Ave. auto traffic signals are in stop position, before proceeding. If signals do not clear, wait 2 minutes for circuits to recycle. If signals still do not clear, movement must be preceded by a flagman on the ground to warn traffic.
MP 30.8: (Lemay St) Crossing gates will activate when "crossing signal start" sign section of track is activated at Lemay St. Do not enter crossing until gates are down.
MP 34.7: (Highway 287) Warning device signals in service at Highway 287 and Shields Rd. at MP 34.7. These signals are located at MP 34.69 and MP 34.71 on the right side of the track as viewed from an approaching train. Trains must approach these signals prepared to stop. If signal displays restricting, auto traffic warning devices have been activated.
If signal displays stop, auto traffic warning devices have not been activated and movement must stop and wait for signal to display restricting or be preceded by flagman over the highway crossing.

Rule 8.3: Normal position for main track switches between MP 30.7 and MP 31.2 is as last used. Trains and engines must approach these switches prepared to STOP and line switch for intended route.

Rule 8.20: On auxiliary tracks equipped with derails, when practicable leave cars or locomotives within 100 feet of the protecting derail. When cars are set out on a track where grade is sufficient to cause unsecured cars to move, derail protection must be provided on the downhill end.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Boyd Lake	21.0	WF814
Harmony	26.8	WF820

SI-11 INDUSTRIAL LEADS

La Salle Industrial Lead:(0699) Extends from main track at La Salle MP 0.0, 4 miles westward to MP 4.0 at BEGIN/END TWC Limits sign.
Maximum speed.....20 MPH.

Ruling Grade:
WWD MP 0.0 To MP 4.0.... 0.37

Fort Collins Industrial Lead:(0698) Extends from MP 29.5 at BEGIN/END TWC limits sign to end of track MP 38.1.
Between MP 31.2 and MP 31.7 is FRA Excepted Track.

Ruling Grade:
MP 4.0 To MP 29.5..... 0.70

Business Tracks	MP	Sta.#'s
Fort Collins	32.4	WF825
BNSF Crossing (X)	32.5	. . .
Poudre	35.2	WF828
Boettcher	37.3	WF830

Boettcher Industrial Lead:(0714)
from Fort Collins Industrial Lead at MP 37.3 extends 2 miles to end of track.
Entire lead is FRA Excepted Track.

Ruling Grade :
WWD Boettcher To MP 39.3... 1.25
EWD MP 39.3 To Boettcher... 0.30

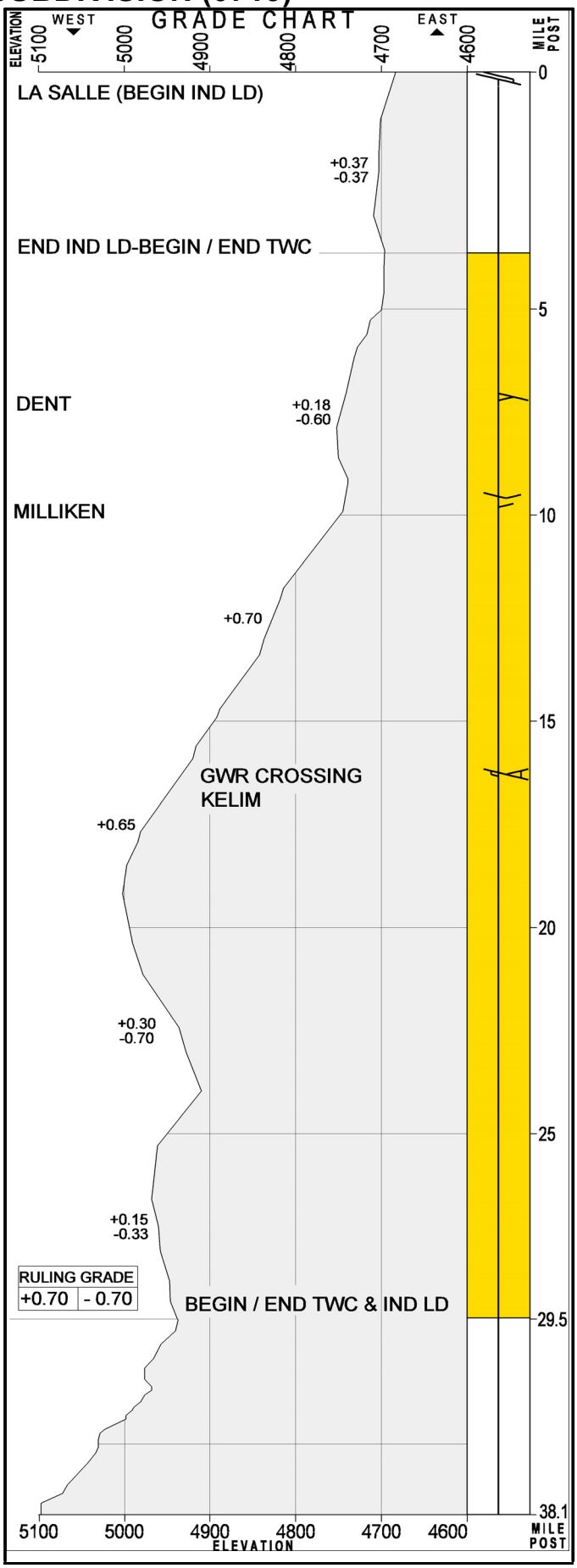
SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight:
158 Tons MP 0.0 to MP 4.0;
134 Tons MP 4.0 to 38.1.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Restricted Tracks: Six-axle units are prohibited from operating through turnouts at the following locations in Fort Collins:
ZTS track 829 (Runaround)
ZTS track 111 (Wye)
ZTS track 830 (Wye)
ZTS track 824 (Valley Steel)



LIMON SUBDIVISION (0715)

Radio Display:
Sharon Springs to W. Byers- 4040 (*25)
W. Byers to Pullman- 9292 (*86)

Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
429.9		YL		SHARON SPRINGS Y	KP430	
431.5				(11.9)		
441.8		TWC		WESKAN	KP442	3082
				(5.2)		
447.0		TWC	K447	JIM ! (M)	KP447	8380
448.8		ABS	K449	(16.0)		
463.0		TWC		CHEYENNE WELLS	KP463	
				(22.1)		
485.1		TWC	K485	KIT CARSON ! (M)	KP488	8841
486.9		ABS	K487			
		TWC		(17.2)		
502.3			K502	AROYA ! (M)	KP508	8950
504.0		ABS	K504	(24.7)		
527.0		TWC		CLIFFORD	KP526	4760
				(8.8)		
535.8				HUGO	KP536	3777
				(12.6)		
548.4		TWC	K548	LIMON ! (M)	KP551	8841
550.1		ABS	K550	(14.6)		
563.0		TWC		CEDAR POINT	KP563	4947
				(3.4)		
566.4		TWC	K566	BUICK ! (M)	KP567	9300
568.2		ABS	K568	(5.3)		
571.7		TWC		AGATE	KP572	4837
				(21.0)		
592.7		TWC	K593	BYERS ! (M)	KP597	9150
594.5		ABS	K594	(16.6)		
609.3		TWC		BENNETT	KP609	4976
				(9.1)		
618.4				WATKINS	KP618	4632
				(7.2)		
625.6		TWC	K625	MESA ! (M)	KP625	8880
627.3		ABS	K627	(4.9)		
630.5		TWC		SABLE	KP631	8050
				(1.4)		
631.9				ROYDALE	KP633	
				(2.6)		
634.5				SANDOWN	KP634	
				(3.1)		
637.6				PULLMAN T	KP638	

(207.7)

SI-01 MAIN TRACK AUTHORITY

TWC between:
MP 431.5 and MP 637.6.

ABS between:
MP 447.0 and MP 448.8;
MP 485.1 and MP 486.9;
MP 502.3 and MP 504.0;
MP 548.4 and MP 550.1;
MP 566.4 and MP 568.2;
MP 592.7 and MP 594.5;
MP 625.6 and MP 627.3.

Yard Limits between:
MP 429.9 and MP 431.5.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts 429.9 and 637.6	PSGR	FRT
(Except as Below)	59	49
437.4 and 444.9	50	40
489.1 and 499.9	50	40
506.0 and 546.2	50	40
546.2 and 552.5	59	40
552.5 and 557.7	50	40
557.7 and 567.3	40	40
567.3 and 571.1	59	40
571.1 and 583.0	50	40
583.0 and 587.2	59	40
587.2 and 589.2	40	40
598.8 and 601.5	40	40
629.5 and 630.0	25	25
630.0 Sable Blvd	20+	20+
630.0 and 631.6	25	25
631.6 and 632.6	20+	20+
632.6 and 634.1	25	25
634.1 and 637.6	20+	20+

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed MPH

1. Thru Sidings & Turnouts
Sidings Weskan, Clifford, Hugo, Cedar Point, Agate, Bennett, Watkins..... 10

2. Dual Control Switch Turnouts (No Exceptions)

3. Misc. Speed Restrictions
Tracks, turnouts and crossovers between Beltline Connection and the Limon Sub. 15
KP Wye: north leg..... 15
south leg..... 10
Loaded covered hoppers: unless a speed of 22 MPH or greater can be maintained, trains handling 10 or more loaded covered hopper cars coupled consecutively..... 12

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS

Remote Control Areas:
Limon Sub MP 637.6 to MP 625.6;
Roydale Yard and Roydale industry tracks.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 450.7	(#) 507.1	(#) 572.4
(#) 469.2	(#) 525.0	(#) 590.3
(#) 488.4	(#) 547.6	(#)& 610.9

SI-08 RULES ITEMS

Rule 6.28: Does not apply on sidings at:
Jim, Kit Carson, Aroya, Limon, Buick, Byers, and Mesa.

These sidings are within Automatic Block Signal System limits. Do not enter these sidings at a hand-operated or spring switch without a track permit or verbal authority from the Train Dispatcher.

Rule 8.20: Derails located on both ends of sidings at Weskan, Clifford, Hugo, Cedar Point, Agate, Bennett, Watkins, and Sable must be left in the derailing position regardless of whether engines or cars are left unattended in the siding. When cars are set out on a track where grade is sufficient to cause unsecured cars to move, derail protection must be provided on the downhill end.

On auxiliary tracks equipped with derails, when practicable, leave cars or locomotives within 100 feet of the protecting derail.

Rule 9.15: Applies on sidings at:
Jim, Kit Carson, Aroya, Limon, Buick, Byers, and Mesa.

These sidings are within ABS limits. Do not enter these sidings at a hand-operated or spring switch without a track permit or verbal authority from the Train Dispatcher. Track permits will be issued to a train only when operating conditions require a siding to be jointly occupied with men or equipment.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Arapahoe	453.3	KP453
First View	473.5	KP474
Boyero	517.7	KP518
Deer Trail	584.0	KP584
Strasburg	602.5	KP603
Wattenberg E	622.5	KP622
Magee	628.1	KP628

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

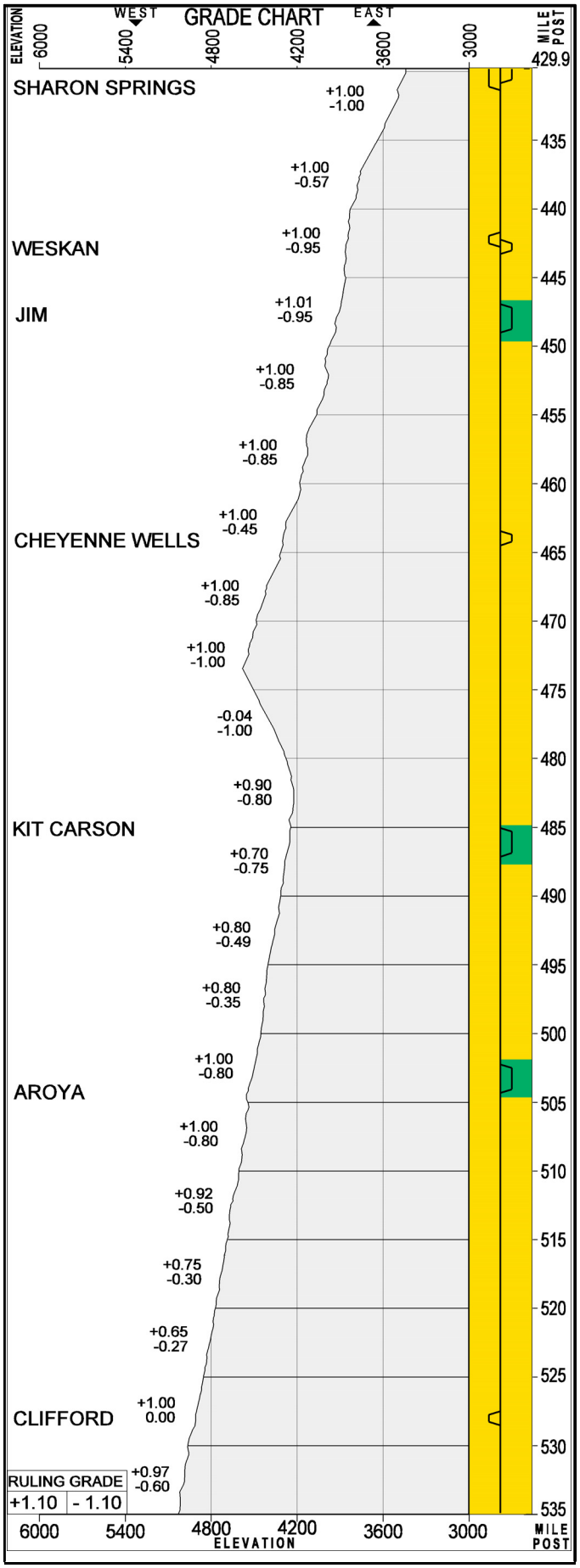
Maximum Gross Weight: 143 tons.

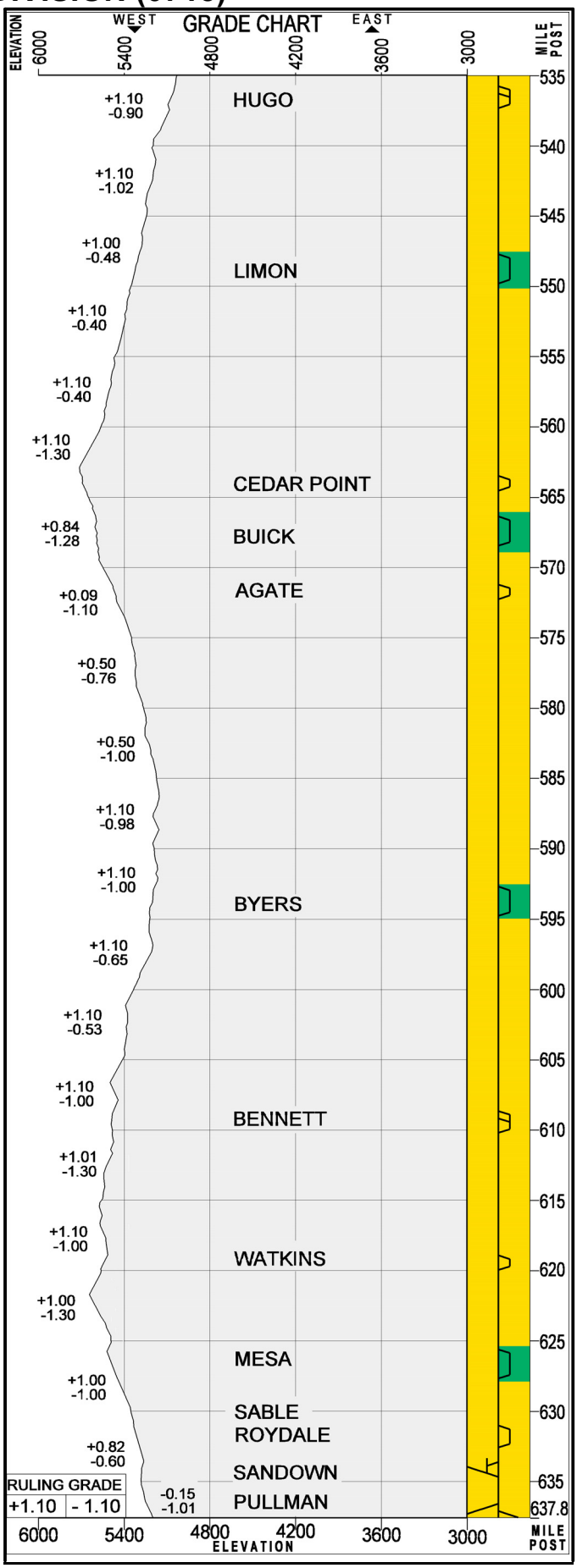
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Limon: Before using wye track at Limon, obtain permission from Kyle Railroad Train Dispatcher, telephone 785-543-5271. If unable to contact Kyle Dispatcher, contact the UPRR Limon Sub Train Dispatcher to obtain authority from the Kyle Railroad Dispatcher.

LIMON SUBDIVISION (0715)





NOTES:

MOFFAT TUNNEL SUBDIVISION (0719)

Radio Display:
Denver to Prospect- 3939
Prospect to MP 17.4- 9292 (*86)
MP 17.4 to E. Portal- 2323 (*82)
Route to Beltline- 9292 (*86)
E. Portal to Winter Park- 1997 (*82)
Winter Park to Bond- 5454 (*82)
Bond to Phippsburg- 1414 (*80)

Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
0.0		YL		DENVER UNION STATION Y (1.0)		
1.0		CTC 2MT	DS000	PROSPECT (0.5)	KP640	
1.5			DS001	FOX JCT. (1.5)	KP641	
3.0		CTC	DS002	NORTH YARD BT (0.2)	KP643	Yard
3.2			DS003	UTAH JCT. (X)(M) ! (0.8)	KP644	
4.1		CTC 3MT	DS004	PECOS (0.9)		

Route to BELTLINE

B4.0		CTC	DS903	YORK ST. (0.9)		
B3.1			DS902	UP JCT. (0.9)		
B2.2			DS901	STOCKYARDS (1.4)	KP642	
B0.8			DS900	BROADWAY (0.8)		
B0.0				UTAH JCT. (0.0)		
				(4.0)		

Route to PHIPPSBURG

2.8		CTC 2MT		BROADWAY (1.3)		
4.1		CTC 3MT	DS004	PECOS (0.7)		
4.8		CTC	DS005	C&S JCT. ! (2.7)	KP645	
7.5			DS007	ARVADA (4.4)		
11.9			DS012	LEYDEN !	KP651	7020
13.4			DS013	(5.5)		
17.4			DS016	ROCKY !	KP657	7330
19.0			DS019	(3.8)		
21.2			DS020	CLAY !	KP660	5780
21.8			DS022	(2.7)		
23.9			DS024	PLAIN !	KP664	6530
25.4			DS025	(6.7)		
30.6			DS030	CRESCENT !	KP670	5550
31.8			DS032	(6.1)		
36.7			DS036	CLIFF !	KP676	6900
38.2			DS038	(4.5)		
41.2			DS041	ROLLINS !	KP681	8320
42.9			DS043	(4.6)		
45.8			DS047	TOLLAND !	KP686	9356
47.7			DS048	(3.1)		
48.9			DS049	EAST PORTAL T!	KP689	5750
50.1			DS050	(7.7)		
56.6			DS057	WINTER PARK !	KP696	7110
58.1			DS058	(5.3)		
61.9			DS062	FRASER !	KP701	4830
62.9			DS063	(3.2)		
65.1			DS065	TABERNASH T!	KP705	9830
67.1			DS067	(9.4)		
74.5			DS074	GRANBY !	KP715	7325
76.2			DS076	(10.1)		
84.6			DS085	SULPHUR !	KP725	7830
86.2			DS086	(7.7)		
92.3			DS092	FLAT !	KP732	7050
93.7			DS094	(5.0)		
97.3		CTC	DS097	TROUBLESOME !	KP737	5570
98.5			DS099	(5.3)		
102.6			DS103	KREMMLING !	KP743	5990
103.9			DS104	(2.5)		
105.1			DS105	GORE !	KP745	6730
106.5			DS106	(5.7)		
110.8			DS111	AZURE !	KP750	4920
111.7			DS112	(5.3)		
116.1			DS116	RADIUM !	KP755	8540
117.8			DS118	(6.9)		
123.0			DS123	YARMONY !	KP762	7760
124.6			DS125	(4.0)		
127.0			DS127	EAST BOND ! (1.8)		
128.8			DS129	BOND ! (9.9)	KP768	7500
138.7			DS138	CRATER !	MJ410	5160
139.1			DS139	(3.4)		
142.1			DS142	VOLCANO !	MJ414	7470
143.6			DS144	(9.2)		
151.3			DS152	TOPONAS !	MJ423	5690
152.5			DS153	(13.7)		
165.0			DS165	EAST PHIPPSBURG (1.6)		
166.6		YL	DS167	CP DS167 (1.4)		
168.0				PHIPPSBURG BTY	MJ439	Yard
				(168.0)		

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 1.0 and MP 166.6;
CP DS005 and CP DS900 on Trk.1 and Trk.2.

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

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts 0.0 and 128.8	PSGR	FRT
(Except as Below)	**70**	**60**
0.0 and 1.1	10	10
1.1 and 1.6	30	30
1.6 and 3.4	45	45
3.4 and 3.5	25	25
3.5 and 4.9	40	40
4.9 and 7.0	65	45
7.0 and 9.6	45	45
9.6 and 12.0	60	45
12.0 and 17.2 E	60	30
12.0 and 17.2 W	60	50
17.2 and 18.2	35	30
18.2 and 37.0	28	25
37.0 and 40.3 E	45	30
37.0 and 40.3 W	45	40
40.3 and 41.2	28	25
41.2 and 41.8	35	30
41.8 and 45.4 E	45	30
41.8 and 45.4 W	45	40
45.4 and 48.1 E	50	30
45.4 and 48.1 W	50	40
48.1 and 48.6	28	25
48.6 and 49.8	33	25
49.8 and 56.3	40	40
56.3 and 58.8	35	30
58.8 and 61.9	30	25
61.9 and 65.3	65	55
65.3 and 65.5	35	30
65.5 and 67.0	55	55

MOFFAT TUNNEL SUBDIVISION (0719)

Between Mileposts 0.0 and 128.8	PSGR	FRT
(Except as Below)	**70**	**60**
67.0 and 72.7	30	25
72.7 and 74.1	40	35
79.4 and 82.2	40	35
82.2 and 83.7	65	55
83.7 and 84.0	55	45
84.0 and 86.2	60	50
86.2 and 86.6	35	30
86.6 and 87.4	25	20
87.4 and 87.5	20	20
87.5 and 88.8	25	20
88.8 and 91.8	55	50
101.0 and 101.3	50	45
103.0 and 103.9	55	50
105.8 and 108.6	35	30
108.6 and 110.0	30	25
110.0 and 116.1	28	25
116.1 and 118.6	35	30
118.6 and 120.5	40	35
120.5 and 121.6	35	30
121.6 and 122.6	30	25
122.6 and 125.0	35	30
125.0 and 128.8	28	25

Between Mileposts 128.8 and 168.0	PSGR	FRT
(Except as Below)	**50**	**50**
128.8 and 149.6	20	20
149.6 and 152.1	30	30

Between Mileposts Route to Beltline DS003 to DS903	PSGR	FRT
(Except as Below)	**20**	**20**

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed — **MPH**

1. Thru Sidings & Turnouts

Sidings Rocky (MP 18.2 thru west turnout), Clay, Plain, Crescent, East Portal, Tabernash, Azure and Bond.

- Psgr..... 28
- Frt..... 25

East turnouts sidings Cliff, Radium, Bond

- Psgr..... 28
- Frt..... 25

Siding Bond: MP 128.2+ and MP 128.8+... 20

Sidings Crater and Volcano..... 20

2. Dual Control Switch Turnouts

All crossovers at CP DS004..... 20

CP DS005 to BNSF..... 15

CP DS900 toward Utah Jct..... 20

CP DS900 toward main Trk. 1..... 30

3. Misc. Speed Restrictions

Phippsburg Long Lead..... 30

Between CP DS005 and CP DS900 Broadway:

- Main Track No. 1..... 30
- Main Track No. 2..... 40

North Yard siding between CP DS003 and CP DS005..... 30

Connection track between CP DS000 and BNSF 20th St.(Balloon trk) 20

Connection track between Beltline CP DS902 and CP W004 Greeley sub..... 15

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between:
MP 1.0 and MP 1.5.

Three main tracks between:
CP DS003 and CP DS005.

Between CP DS005 and CP DS900, the northern most track is designated main track No. 1.

Between CP DS005 and CP DS900, the track immediately south of track No. 1 is designated main track No. 2.

Between CP DS005 and CP DS003, the track between main track No. 2 and the North Yard Siding is designated main track No. 3.

Between Utah Jct. CP DS003 and York St. CP DS903 is designated main track.

SI-05 MILEPOST EQUATIONS

Beltline MP 0.0 = MP 3.2 Utah Jct. CP DS003

SI-06 RCL OPERATIONS

Remote Control Area:
Denver North Yard;
Moffat Sub MP 0.0 to MP 7.5;
Entire Beltline route MP 0.0 to MP 4.0;
Burnham Yard.

Remote Control Zones:
Zone A: south (timetable-east) end of North Yard from north edge of grade crossing under 48th Avenue Overpass on the switching lead, south to carmen's crossing at south end of the outbound.
Zone B: north (timetable-west) end of North Yard on the long lead from clearance point of North Yard Running Track to, but not including, the #5 crossover.
Zone C: north end (timetable-west) of North Yard between 815 Weyerhauser switch on the 808 lead westward on sand ramp and Cargill Lead to clearance point on Storage 1 (trk. 451).

PSP installed on Beltline main within the limits of CP DS003 Utah Jct. RCO must override this PSP in order to proceed with movement.

RCL Operations:
When operating Remote Control Locomotive consists in tracks with PSP, observe the maximum tonnage restrictions in table:

Zone	1 unit	2 units	Entry Speed
A	1400 tons	2800 tons	10 MPH
B	5600 tons	7000 tons	10 MPH
C	2000 tons	4000 tons	10 MPH
Belt PSP	7000 tons	7000 tons	3 MPH

If tonnage exceeds that listed in the table above, air brakes must be cut in and operative to assure necessary braking to stop locomotive and cars being handled. Cut in a minimum of one car of air for every 500 tons in the cut with a minimum of 5 cars of air coupled.

All cars handled must have air brakes cut in and operative whenever PSP is overridden or movement is to operate beyond pull back protection. Movement must be controlled by the RCO riding the locomotives.

When in RCL operation, do not exceed 12 axles on controlling locomotive consist.

MOFFAT TUNNEL SUBDIVISION (0719)

SI-06 RCL OPERATIONS Continued...:

Rule 6.7:
Before entering RCL zones at Denver North Yard, contact the Yardmaster to determine if RCL Zones are activated. If activated Zones are in effect, contact the RCO in charge of the Zone for permission to enter.

Before any remote controlled switches are operated within an active RCL Zone, permission must be obtained from the RCO that has the Zone activated.

When Remote Control Zones are activated or deactivated, the Yardmaster must be notified. The Yardmaster will keep a log of any activated Zone and when the Zone is activated and deactivated.

Radio channels:
Switches equipped with radio control have been designated to use the yard frequency 43-43 at North Yard.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 3.3	% 55.6	% 114.3
& 5.5	% 58.3	% 115.4
% 7.5	& 58.8	% 119.0
% 9.8	% 59.1	% 120.5
% 14.6	% 60.4	% 121.2
% 16.2	% 61.0	% 122.3
% 19.3	(#) 63.7	# 125.0
% 20.1	% 68.0	% 125.7
% 22.3	% 68.4	% 129.6
(#) 22.6	% 69.0	% 130.2
% 22.9	% 70.1	% 131.1
% 23.5	% 71.3	% 131.9
% 25.0	% 72.9	% 132.4
% 25.3	% 77.9	% 133.5
% 25.7	(#) 79.9	% 135.3
% 26.3	% 81.3	(#) 141.9
% 27.4	% 83.1	% 145.1
% 28.0	% 86.2	% 140.6
% 28.6	% 86.7	% 147.6
% 29.5	% 87.1	% 146.5
% 29.9	% 87.5	% 148.6
% 33.0	% 88.0	% 149.0
% 33.5	% 88.2	% 149.9
% 34.1	% 89.0	% 155.5
% 34.8	% 90.2	% 158.3
% 35.1	% 95.8	(#) 158.9
% 36.1	# 98.9	% 161.0
% 35.3	% 100.5	% 163.5
(#) 39.2	% 107.4	
% 41.0	% 108.0	
% 44.3	% 108.8	
& 48.0	% 109.6	
% 48.8	% 110.1	
% 52.2	% 112.6	
% 53.9	(#) 113.2	

High Water Detector located at MP 103.9.

SI-08 RULES ITEMS

Rule 6.21.4: Stop Within Range of Vision: When a train is instructed by the Train Dispatcher in the words, "BETWEEN (location) AND (location) BE GOVERNED BY RULE 6.21.4", within specified limits, train must proceed at a speed which will permit stopping short of slide, rock, washout or debris on track.

Rule 8.3: Normal position for main track switch at MP 167.0. is as last used. Trains and engines must approach these switches prepared to STOP and line switch for intended route.

SI-08 RULES ITEMS Continued...:

Rule 8.20: On auxiliary tracks equipped with derails, leave cars or locomotives within 100 feet of the protecting derail when practical. When cars are set out on a track where grade is sufficient to cause unsecured cars to move, derail protection must be provided on the downhill end.

Signal Indications: The following signal indication changes are in effect for Moffat Tunnel Subdivision:
Rule 9.2.4: Advance Approach indication is changed to read: "Proceed prepared to pass next signal not exceeding 30 MPH and prepared to stop at second signal."

Rule 9.2.6: is changed to the extent a speed of 40 MPH instead of 30 MPH will apply at the following locations ONLY:
*Eastward Absolute signals at the east end of Winter Park.
*Westward Absolute signals at the west end of East Portal.

Rule 9.2.10: Diverging Advance Approach indication is changed to read: "Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 30 MPH and prepared to stop at second signal."

Rule 30.13: Passenger trains must make a running air brake test before passing the apex in the Moffat Tunnel at MP 52.8.

Rule 32.1: Grade Securement: Do not tie up and leave a train unattended in heavy grade territory between Leyden and Granby and between Phippsburg and Crater unless track has derail protection.

Rule 32.12.6(G): Changed to read:
Maximum of three units in distributed power consist on the rear of loaded unit trains may be operated. This does not change the maximum allowed EPA of 28.

Rule 33.7.7: If retainers are required, the district MOP must be contacted before train is allowed to operate with retainers set. Unless the MOP instructs otherwise, the MOP must be on board the train when retainers are in use.

SSI Item 2-F: Fuel conservation and axle limitations do not apply except:
- When operating empty unit trains with distributed power, only the controlling unit of the remote consist(s) are to be operating. Other units in the remote consist(s) are to be isolated.
- On all trains operating with distributed power, limit equivalent powered axles in head end consist to 36.

SSI Item 9, Change Rule 5.8.2 (7): "Quiet Zones" are established for Arvada. Item 9 of the System Special Instructions apply at the following locations:
- At Pierce Street, MP 7.4;
- At and between Kipling Street, MP 9.8 and 72nd Avenue, MP 10.2.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Stockyard Spur (Beltline)	2.2	KP642
Arvada Siding	5.8	KP646
Chem	15.5	KP654
AMAX	102.0	KP740
Egeria	150.5	MJ418
Yampa	161.8	MJ433

SI-11 INDUSTRIAL LEADS

Rocky Flats Industrial Lead:(0721) from main track MP 18.0 (MP 0.0) extends 3.94 miles to end of track. Use radio display 2323.

Maximum Speed.....10 MPH
Exception: 5 MPH between the Sawmill Crossing and the end of track.

Six-axle locomotives prohibited from operating on north or south leg of wye.

Maximum Gross Weight: 143 Tons.

Ruling Grade 2.00

Traffic signals are interlocked with train movement at Hwy Nos. 93 and 72. Signals for train movement are located on crossing signal mast to the right of track in direction of approach. Trains approaching these crossings will receive a STOP indication. When train has occupied approach track circuit for approximately six seconds, train will receive a PROCEED indication (green aspect) to proceed across intersection. If signal is dark or if unable to obtain green aspect, movement must be proceeded by flagman over the crossings. Approach circuits approximately 225 feet long on each side of highway. Occurrence must be reported to the train dispatcher. Movement over highway should be continuous and crossings must not be blocked by standing equipment if it can be avoided.

Business Tracks	MP	Sta.#'s
GWA Spur	1.9	KP658
AEC Spur	3.6	KP659

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons.

TPOB Speed Restrictions: When train exceeds 80 TPOB and 200 TPEDBA, be governed by the following:

Milepost	MPH
7.0 and 13.0 E.....	30
13.0 and 50.1 E	20
154.0 and 168.0 W	30

For these speed restrictions, use only the lead engine consist to determine tons per axle of operative dynamic brake.

Retainers must be used between the following locations when Tons per EDBA exceed maximum indicated limit.

Territory	Maximum Tons per EDBA
Winter Park to Fraser	550
East Portal to Leyden	550
Crater to Bond	550

If the Tons per EDBA of the lead consist exceed maximum limit, the EDBA of helper may be added.

SI-13 TRAIN MAKE-UP RESTRICTIONS

Doublestack cars and multi-level autoracks (loaded or unloaded) in excess of 18 feet 0 inches above top of rail are prohibited from operating between C&S Jct. and Bond.

Doublestack cars and multi-level autoracks (loaded or unloaded) in excess of 20 feet 0 inches above top of rail are prohibited from operating between Stock Yards and UP Jct on route to Belrline.

SI-14 MISC. INSTRUCTIONS

Denver Union Depot: All passenger trains departing Denver Union Depot to Moffat Tunnel Subdivision must notify UP Train Dispatcher on UP radio channel and BNSF 31st Street yardmaster on BNSF radio channel 15 minutes before departure.

Unless switches are in use, route must be left lined from Track No. 1 to the BNSF Buck Main. DUT property is indicated by signs at the entrance to DUT in addition to Yard Limit signs at same locations. Yard Limit rule applies on all tracks within DUT limits. Maximum speed on DUT tracks and BNSF Buck Main is 10 MPH.

Trains and engines must stop before entering 16th Street crossing. Movement must occupy the 35 foot advanced approach circuit to activate crossing gates. When movement occupies the advanced approach circuit, the red gate indicator light will be displayed. After all gates close, a green indicator light will be displayed. Movement may then proceed if all vehicles and pedestrians are clear. Crossing must not be blocked for more than five minutes.

Trains and engines must stop before passing red signal protecting 15th Street Crossing. Movement must occupy track within the 35 foot advance approach circuit, then press button located on signal pole to activate crossing signal system. After red crossing signal has turned green and it is known track is clear of vehicles and pedestrians, movement may proceed onto crossing. Crossing must not be blocked for more than five minutes.

Restricted Tracks: Six-axle locomotives are prohibited on Chem spur.

Power transfers: A maximum of 25 locomotives may be handled in power transfers between North Yard and Burnham Shops. When power transfer has more than 8 locomotives, at least 8 must be MU'ed in consist.
Movements between locomotive service facility and train yards within the Denver Terminal must not exceed 25 locomotives.

Denver Terminal Locomotive Facility: Do not switch more than 8 coupled locomotives within locomotive service facility.

Repeater Signals: WWD Repeater signal designated by letter "R" located at Winter Park MP 56.4. Repeater signal indicates the aspect of the next Absolute signal beyond the repeater signal. When repeater signal displays a dark or flashing red aspect, this is an indication the next Absolute signal will displaying a STOP indication. Repeater signal aspects are for information only.

North Yard:
Derail at the south end of North Yard on the outbound lead at approximately mile post 1.7 is equipped with a radio controlled power yard switch. Use radio frequency 43-43 to line derail. The actuation codes are as follows:

- #681 - lines derail to the derailing position
- #683 - lines derail to the non derailing position
- #685 - query code - transmits a voice message on derail position.

MOFFAT TUNNEL SUBDIVISION (0719)

SI-14 MISC. INSTRUCTIONS Continued...

Radio controlled power yard switches are all equipped with push button and hand operation pump handles. In addition, switches are equipped with remote radio control operation. Radio control switches are also equipped with wheel counter loops that require cars and locomotives to be outside of the loop when switch is being either operated by push button or radio.
Stopping cars or locomotives within the loop will prevent the switch from being able to be operated. Locations of loop starts are approximately 50+ feet from the switch and beyond the clearance point.
Crossover switches are inter-connected, both with switch operation and wheel counting loops. Operation of one crossover switch will cause both switches to operate, therefore both loops must be clear of cars and locomotives.
Switch operations that "Fault" will have to be inspected for obstruction or in winter operations, cleaned free of snow and/or ice.
When a switch broadcasts "check points", employee must check the points of all switches associated with that switch number.

PUSH BUTTON OPERATION

The push button is inside a small protective cover and secured with a locking hasp and cover. The hasp must be locked when push button is not being used to operate switch.
Remove the lock from the hasp, and push the button located under the cover plate. The switch will line opposite of the current route.
Replace the lock and secure. Visually inspect the switch points to ensure the points fit properly and switch is properly lined.

LINING THE SWITCH BY HAND

The pump handle used with the hand operation of the switch also acts as the locking bar for the hand throw cover. The locking tabs on the pump handle and the cover overlap to provide a lock that ties the handle and the cover together when a lock is installed.

(1) Remove the pump handle from the handle holders located down the side of the switch machine.
(2) Open the hand throw cover and insert the pump handle in the pump cartridge, actuating head.
(3) Select the direction of switch point travel by moving the directional travel lever sticking through the end of the switch machine in the direction the points are to move.
If the direction of travel is incorrect, simply reverse the position of the valve lever as this will reverse the direction of point travel.
Operate the hand throw by moving the pump handle back and forth until the points are fully lined for the desired route. (The pump will require about 15 strokes to fully line the switch.)
(4) Visually inspect the switch points to ensure the points fit properly and switch is properly lined.
(5) After completing the hand operation, close the cover, reinstall the pump handle in the holder, align the locking tabs of the cover and the pump handle and reinstall the lock.
The valve lever may be left in either position, as it will have no affect on the electrical operation of the switch.
Some of the power switches are equipped with solar panels that charge the battery that provides power to operate the switch. Any damage to the solar panels must be reported to the yardmaster or terminal manager on duty. The battery has storage capacity to allow the switch to operate 800 movements without any recharge.

SI-14 MISC. INSTRUCTIONS Continued...

RADIO CONTROL OPERATION

Switches equipped with radio control have been designated to use the yard frequency 43-43 at North Yard. The radio keypad is used to "call" the switch and command a position. The first keystroke required will be the # key. This key "wakes" the switch machine and prepares it for an actuation code transmission. The # key would then be followed by from 1 to 10 characters in proper sequence or combination. Each switch, or interconnected crossover, is designated by a switch number. The actuation code for switches in the North Yard is #6 followed by the switch number followed by the position the switch is being requested to line. For all switches, "1" is the normal position throw code, "3" is the reverse position throw code, and "5" is the query code. The "query" command allows the user to receive a voice message of the switch position without throwing or lining the switch.
The actuation codes resemble the following examples:

Switch #05: Normal position throw code = #651
Reverse position throw code = #653
Query code = #655
Switch #02: Normal position throw code = #621
Reverse position throw code = #623
Query code = #625

Sign at MP 2 on Inbound-Outbound Lead, North Yard bearing word "APEX" is at point where maximum grade leaving North Yard begins. Switching movements at south end of North Yard handling cuts of sufficient length to pass this sign must have sufficient air brakes cut in and operative on head end of cut to assure necessary braking power to stop movement.

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

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

DP trains experiencing a total communication loss longer than five minutes while operating in the Moffat Tunnel must notify Train Dispatcher immediately and advise location where communication loss occurred.

DP radio repeaters in the Moffat Tunnel have been modified to transmit message indicating failure of commercial power supply to repeaters. When such message is received via radio, Train Dispatcher must be immediately notified. Westward empty DP trains receiving such message prior to entering Moffat Tunnel must place entrained and/or rear units in isolate mode before entering tunnel. Loaded eastward or westward DP trains must not enter Moffat Tunnel when such message is received until situation is corrected.

Absolute signal governing movements over west switch East Portal will not indicate Proceed unless ventilation gate is raised.

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

SI-14 MISC. INSTRUCTIONS Continued...

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

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

Track Equipment Movements: before occupying the control point limits at the west switch at East Portal (DS050), contact the Train Dispatcher to insure the ventilating gate is locked in the raised position.

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

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

Instructions for use of Moffat Tunnel Emergency Breathing Apparatus are as follows:
Training classes for the Tunnel Breathing Apparatus (TBA) are offered to all train, engine and yard service employees who are eligible to work and/or exercise their seniority to assignments that operate through the Moffat Tunnel. The TBA System consists of air tanks and a hood, and is checked out by train and engine service employees reporting for duty who will operate through the Moffat Tunnel.

Train, engine and yard service employees who have been trained and qualified on the TBA system and medically cleared are eligible to work assignments through the Moffat Tunnel. Once qualified, it is the responsibility of the employee to maintain qualification by yearly recertification on use of the TBA through the designated instructor.

Train, engine and yard service employees who have been trained in the proper use of the TBA can obtain one when reporting for duty at Denver North Yard. Employees must check their TBA, to ensure they're complete and in good working order. Every train and engine service crew member is required to have a TBA with them when working through the Moffat Tunnel.

SI-14 MISC. INSTRUCTIONS Continued...

Moffat Tunnel continued... Crew members who check out the TBA at Denver will keep it in their possession until they return to Denver. If a TBA is used enroute, it will be exchanged for a fully charged TBA at the crew lodging facility in Yampa Colorado. Tag the equipment if used.

Inside the Moffat Tunnel, the emergency replacement TBA air tanks are stored in metal cabinets in Refuges Nos. 1 through No. 21 with the following exceptions:
- No. 2 - Tanks in bungalow.
- No. 14 - Tanks in bungalow.
- No. 15 - Tanks in yellow plastic barrels.
- No. 20 - Tanks stored in bungalow.

TBA air tanks are also located in the Winter Park Tool House and East Portal in entry room adjacent to tunnel.

To obtain tanks stored in a metal case, lift the lid on the case. To obtain tanks stored in a barrel, rotate the lid counterclockwise.
Any new or transferred employee must inform the MTO or MOP that they need medical clearance and training on Tunnel Breathing Apparatus (TBA). Training must be complete prior to accepting a call for any assignment or run which will operate through the Moffat Tunnel.

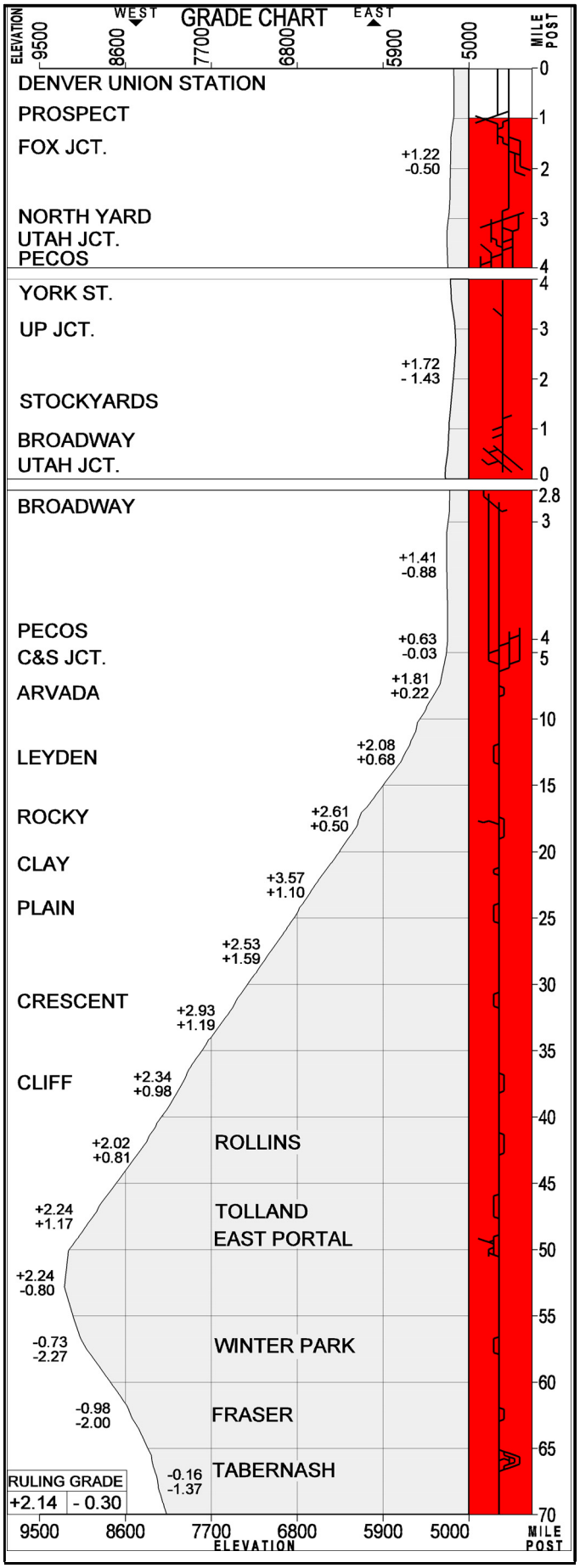
Clay Siding: Loaded bulk-commodity unit trains prohibited.

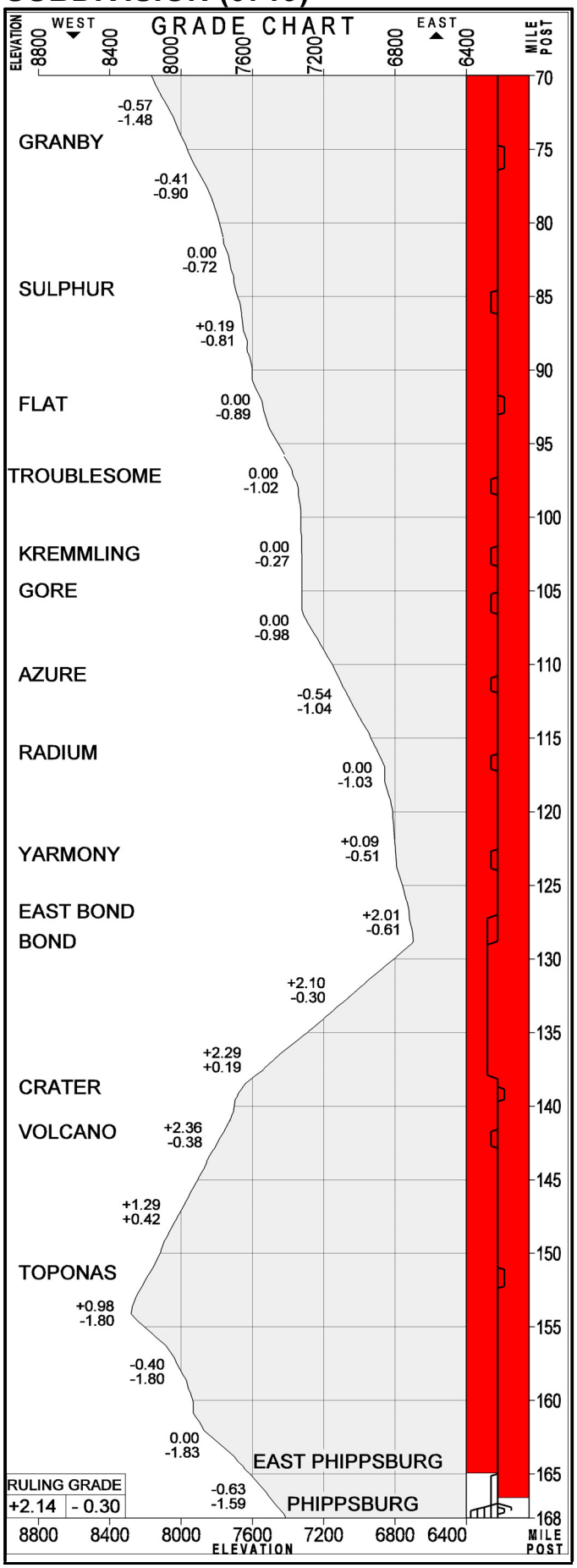
Bond: Whenever eastward signal 1296 indicates other than CLEAR, eastward trains must remain in clear of road crossing and contact Train Dispatcher for instructions.

Commercial Power Failure: DP radio repeaters serving tunnels 10 and 17 between Plain and Crescent have been modified to transmit message indicating failure of commercial power supply to repeaters. When such a message is received by radio, Train Dispatcher must be notified.

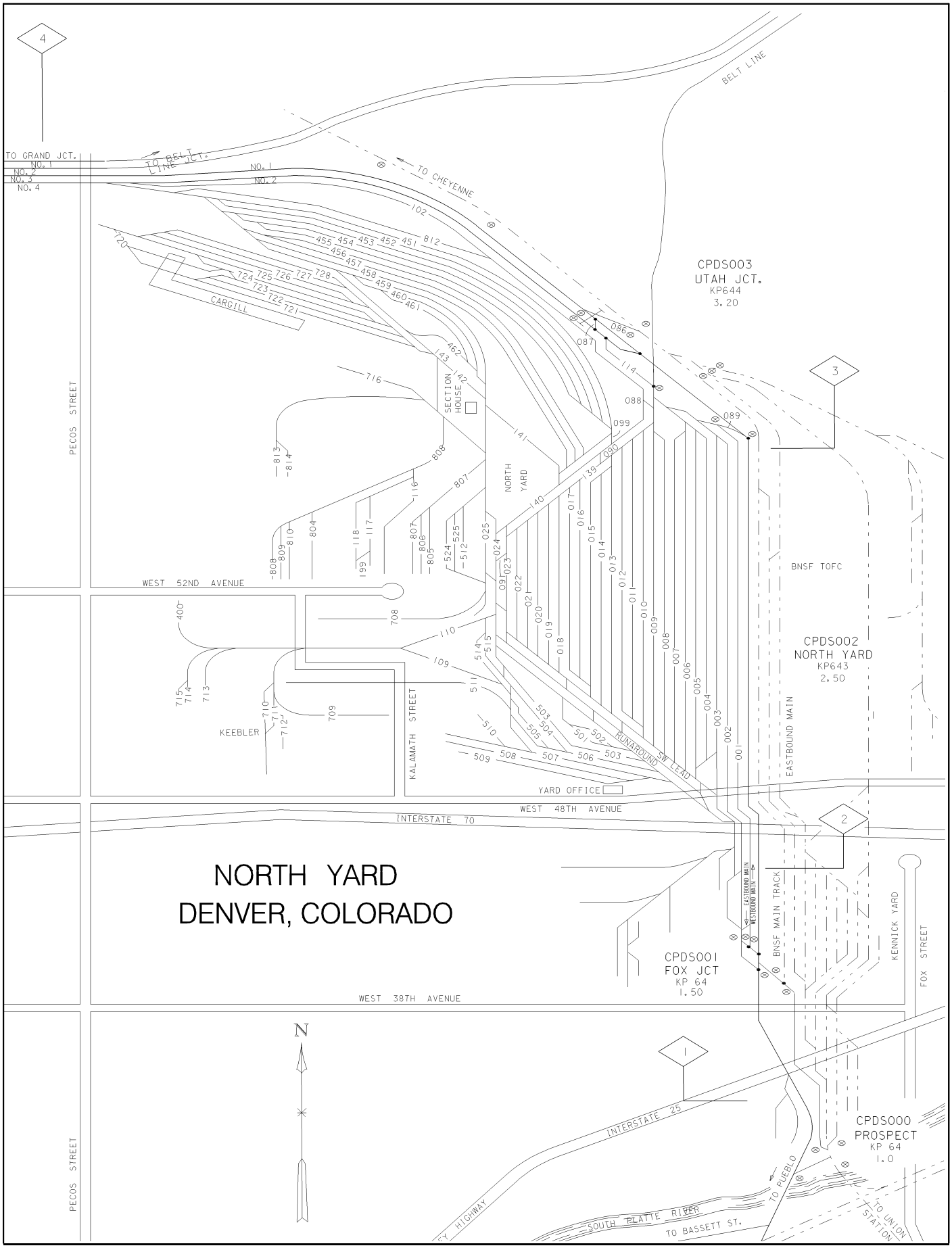
Phippsburg: Before entering Phippsburg Yard, trains must contact Train Dispatcher for instructions on yarding trains.

MOFFAT TUNNEL SUBDIVISION (0719)





North Yard Terminal



CRAIG SUBDIVISION (0722)

Radio Display:
Phippsburg- 9292 (*80)
W. Phippsburg to Craig or Energy - 1997 (*80)
Craig to Axial- 9292 (*80)
Axial or Energy while loading- 2323 (*80)

Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
168.0		YL		PHIPPSBURG BY (1.4)	MJ439	
169.4		CTC	DS169	WEST PHIPPSBURG (6.2)		
175.6			DS176	HAYBRO (7.0)		
182.6			DS182	SIDNEY ! (8.5)	MJ455	6190
183.6			DS184			
191.1			DS191	STEAMBOAT ! (7.3)	MJ462	3910
192.0			DS192			
198.4			DS198	ADAMS ! (12.2)	MJ471	7950
200.1			DS200			
210.6			DS211	DAWSON ! (11.0)	MJ481	7320
212.1			DS212			
221.6			DS222	DORSEY ! (8.4)	MJ492	6760
223.0			DS223			
230.0			DS230	EVANS (1.9)	MJ501	
0.0		TWC				
1.9				CRAIG T (1.1)	MJ502	
3.0				UTE JCT. (5.2)	MJ604	
8.2				EMPIRE (1.2)	MJ609	5280
9.4				EMPIRE JCT. (16.1)	MJ610	
25.5		6.28		AXIAL TY	MJ627	

(89.3)

Route to Energy

E0.0		CTC	DS200	ADAMS (6.0)		
E6.0				PIT THREE (2.2)		
E8.2			DS008	CP DS008 (4.0)		
E12.2			DS014	ENERGY	MJ472	

(12.2)

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 169.4 and CP DS230.0;
MP 0.0 to MP 12.2 (CP DS200 to Energy)

TWC between:
MP 0.0 (MP 230.0) and MP 24.0.

Yard Limits between:
MP 168.0 and MP 169.4.

Rule 6.28 between:
MP 24.0 and end of track (route to Axial).
MP E12.2 and end of track (route to Energy).

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 168.0 and 230.1	
(Except as Below)	**50**
168.0 and 173.4	25
173.4 and 180.3	40
180.3 and 181.4	25
181.4 and 182.5	40
190.2 and 190.9	40
190.9 and 191.1	30
200.1 and 209.6	40
228.3 and 229.2	30
229.2 and 230.1	25
Between Mileposts 0.0 and 25.5 (Evans to Axial)	
(Except as Below)	**25**
24.0 and 25.5	20
Between Mileposts 0.0 and 12.2 (Adams to Energy)	
(Except as Below)	**25**
6.6	20+
10.8	20+

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed **MPH**

1. **Thru Sidings & Turnouts (No Exceptions)**
2. **Dual Control Switch Turnouts (No Exceptions)**
3. **Misc. Speed Restrictions (No Exceptions)**

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS

Adams MP 200.1 = MP E0.00 Begin Route to Energy.
Evans MP 230.0 = MP 0.00
Axial MP 25.44 = MP 27.33 (same point on Loop Trk)

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 172.2	% 204.1	(#) 6.7
% 175.5	% 206.0	% 10.4
% 177.3	% 208.1	% 15.4
(#) 178.7	(#) 209.0	% 19.8
% 180.0	% 213.9	
% 181.5	% 215.7	
% 186.3	% 217.8	
% 188.3	% 219.9	
(#) 195.1	# 223.1	
% 196.6	% 225.0	
% 202.0	% 227.3	

Route to Energy: % E2.4, % E8.2, % E5.2, % E10.0

SI-08 RULES ITEMS

Rule 6.21.4: Stop Within Range of Vision. When a train is instructed by the Train Dispatcher in the words, "BETWEEN (location) AND (location) BE GOVERNED BY RULE 6.21.4", within specified limits, train must proceed at a speed which will permit stopping short of slide, rock, washout or debris on track.

Rule 8.3: Normal position for main track switch MP 168.7 and switches for Empire siding will be as last used. Trains and engines must approach these switches prepared to STOP and line switch for intended route.

Rule 8.20: On auxiliary tracks equipped with derails, leave cars or locomotives within 100 feet of the protecting derail when practical. When cars are set out on a track where grade is sufficient to cause unsecured cars to move, derail protection must be provided on the downhill end.

Signal Indications: The following signal indication changes are in effect for Craig Sub.: Rule 9.2.4 Advance Approach indication is changed to read: "Proceed prepared to pass next signal not exceeding 30 MPH and prepared to stop at second signal."

Rule 9.2.10 Diverging Advance Approach indication is changed to read: "Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 30 MPH and prepared to stop at second signal."

CRAIG SUBDIVISION (0722)

SI-08 RULE ITEMS Continued...:

Rule 32.1: Do not tie up and leave a train unattended between Sidney and Phippsburg unless track has derail protection.

Rule 32.12.6(G): Maximum of three units in distributed power consist on the rear of loaded unit trains may be operated. This does not change the maximum allowed EPA of 28.

SSI Item 2-F: Fuel conservation speeds and axle limitations do not apply.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

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

SI-11 INDUSTRIAL LEADS

Craig Industrial Lead:(0726)
From main track MP 230.0,
extends 2.5 miles to MP 232.5.
Radio channel - 9292.

Ruling Grade:
Evans To Craig 1.00
Craig To Evans 0.80

Empire Industrial Lead:(0725)
From main track at MP 9.4,
extends 1.8 miles to MP 11.2.
Radio channel - 9292.
Maximum Gross Weight: 143 Tons.

Ruling Grade:
Empire Jct. MP 9.4 To MP 11.2 .. 1.20
MP 11.2 To Empire Jct. MP 9.4... 0.30

Ute Industrial Lead:(0724)
From main track at MP 3.0,
extends 9 miles from MP 0.0 to MP 9.0.
MP 0.0 and MP 4.0 ..... 15 MPH
MP 4.0 and MP 9.0 ..... 10 MPH
All tracks at
Tristate Ute Power Plant ..... 5 MPH
Maximum Gross Weight: 143 Tons.

Rule 8.20: Derail located on industrial lead at MP 6.8.

Ruling Grade:
Ute Jct. 3.0 To MP 9.0 ..... 1.00
MP 9.0 To Ute Jct. 3.0 ..... 0.80

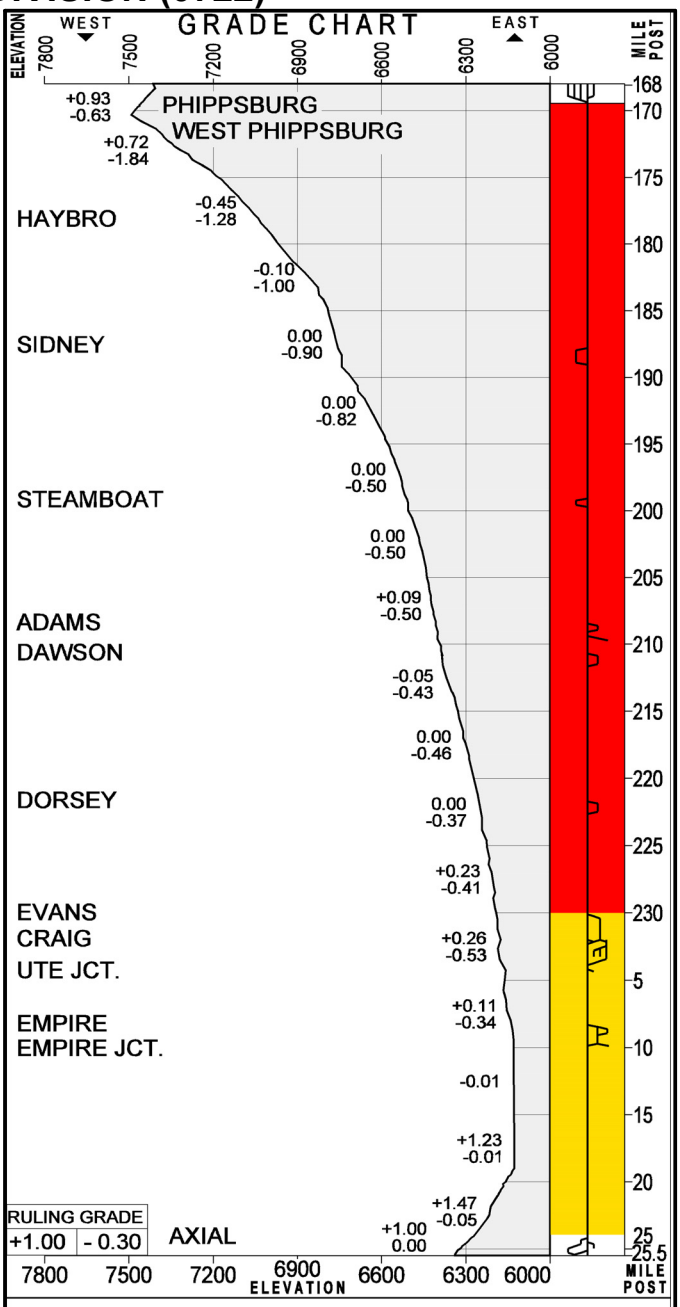
SI-12 TONNAGE RESTRICTIONS/TPOB

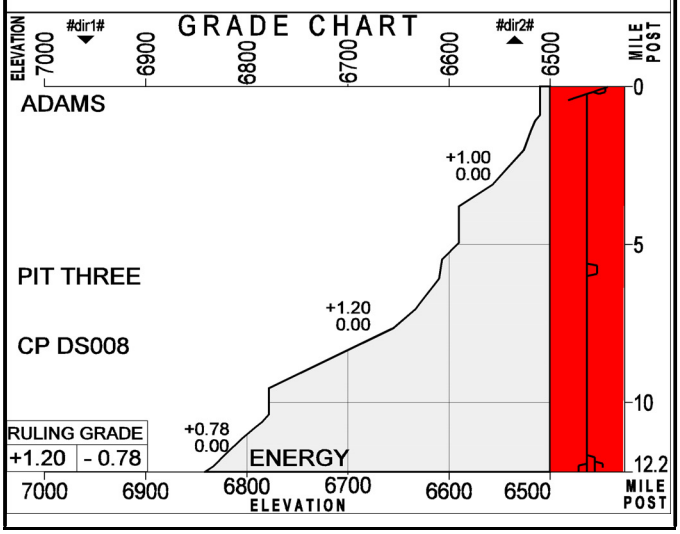
Maximum Gross Weight: 143 Tons

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Phippsburg Yard: Contact train dispatcher before arriving Phippsburg for instructions on yarding train.





GLENWOOD SPRINGS SUBDIVISION (0727)

Radio Display:
Bond to Glenwood- 5454 (*82)
Glenwood to Grand Jct.- 2323 (*78)

Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST		Sta. #'s	Siding Feet
128.8		CTC	DS129	BOND	!T	KP768	11750
				(2.0)			
130.8			DS131	WEST BOND	!		
				(10.3)			
141.1			DS141	DELL	!	KP781	7430
142.6			DS143	(13.2)			
154.3			DS154	RANGE	!	KP786	7720
156.0			DS156	(12.5)			
342.0			RG342	DOTSERO	!T	KP791	6150
343.4			RG343	(4.9)			
346.9			RG347	ALLEN	!	KP797	14250
349.9			RG350	(3.1)			
350.0			RG350	SHOSHONE	!	KP800	3960
350.9			RG351	(4.6)			
354.6			RG355	GRIZZLY	!	KP804	5060
355.6			RG356	(5.1)			
359.7			RG360	GLENWOOD	!T	KP810	E10790
360.5			RG361				
362.2			RG362	(7.7)			W7650
367.4			RG367	CHACRA	!	KP818	6940
368.8			RG369	(4.9)			
372.3			RG372	NEWCASTLE	!	KP822	6270
373.6			RG374	(6.7)			
379.0			RG379	SILT	!	KP829	5810
380.2			RG380	(7.4)			
386.4			RG386	RIFLE	!	KP836	6160
387.7			RG388	(3.7)			
390.1			RG390	LACY	!	KP840	7050
391.5			RG392	(8.4)			
398.5			RG398	DOS	!	KP847	5860
399.7			RG400	(2.5)			
401.0			RG401	PARACHUTE			
				(2.0)			
403.0			RG403	GRAND VALLEY	!	KP852	8060
404.7			RG405	(5.1)			
408.1			RG408	UNA	!	KP857	6150
409.4			RG409	(7.2)			
415.3			RG415	DEBEQUE	!	KP865	7670
416.8			RG417	(7.4)			
422.7			RG423	AKIN	!	KP871	6280
423.9			RG424	(4.6)			
427.3			RG427	TUNNEL	!	KP876	4660
428.3			RG428	(4.8)			
432.1			RG432	CAMEO	!	KP880	4390
433.1			RG433	(3.8)			
435.9			RG436	PALISADE	!	KP885	12200
438.3			RG438	(6.2)			
442.1			RG442	CLIFTON	!	KP891	5200
443.2			RG443	(2.9)			
445.0			RG445	FRUITVALE	!	KP893	
				(3.7)			
448.7			RG448	10TH STREET			Yard
				(1.0)			
449.7			RG449	DEPOT SIDING			
				(0.3)			
450.0			RG450	GRAND JUNCTION	BT	KP898	N4560 S12670

(146.6)

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 128.8 and MP 450.0.

CTC in effect:
East Lead between CP RG445 and CP RG447;
West Lead between CP RG447 and CP RG448;
Grand Junction siding between
CP RG448 and CP RG451.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts 128.8 and 166.6	PSGR	FRT
(Except as Below)	**55**	**55**
128.8 and 129.2	28	25
129.2 and 129.6	55	40
131.6 and 133.1	50	40
133.1 and 140.1	40	30
140.1 and 142.1	50	45
142.1 and 144.2	35	30
144.2 and 153.5	40	30
153.5 and 156.7	55	45
156.7 and 159.2	50	40
159.2 and 166.8	40	35

Between Mileposts 342.0 and 450.0	PSGR	FRT
(Except as Below)	**79**	**60**
342.0 and 344.7	40	35
344.7 and 359.1	30	25
359.1 and 359.3	25	25
359.3 and 368.1	50	40
368.1 and 373.0	65	60
373.0 and 385.5	70	60
385.5 and 386.4	50	45
386.4 and 400.6	70	60
400.6 and 405.3	65	55
405.3 and 411.7	70	60
411.7 and 412.1	65	55
412.1 and 412.4	50	45
412.4 and 413.2	40	30
413.2 and 417.3	45	40
417.3 and 417.8	40	35
417.8 and 420.8	45	40
420.8 and 422.4	40	35
422.4 and 423.9	50	40
423.9 and 424.7	40	35
424.7 and 428.3	45	35
428.3 and 431.6	40	35
431.6 and 434.4	45	35
434.4 and 434.8	40	35
434.8 and 435.8	50	40
435.8 and 437.1	70	60
448.4 and 450.0	35	35

GLENWOOD SPRINGS SUBDIVISION (0727)

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Siding Grand Jct. between CP RG448 and CP RG451	30
Sidings Allen, Shoshone, Grizzly Psgr	30
Frt	25
Siding W. Bond: MP 128.8 to MP 129.7	20+
Depot Siding Grand Jct	15
Siding Dell	12
2. Dual Control Switch Turnouts	
Crossover: 10th Street between Main Track and West Lead	15
West wye switch Glenwood	10
3. Misc. Speed Restrictions	
East Lead between CP RG445 Fruitvale and CP RG447	30
Connection track at CP RG447 between MP 447.0 and MP 447.3.	15
West Lead between MP 447.3 and CP RG448 10th Street	30
West leg of wye to North Fork Sub	10

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS

MP 166.8 = MP 342.0
MP 393.7 = MP 395.0

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 133.7	% 352.8	% 418.5
(#) 136.7	% 353.5	(#) 419.5
% 137.4	% 354.0	% 420.7
% 143.9	% 356.0	% 425.8
% 145.4	% 356.7	% 430.3
% 147.0	% 358.1	# 433.5
(#) 148.4	% 359.0	% 434.7
% 149.9	% 364.5	% 439.4
% 151.5	# 365.0	% 440.7
% 153.1	% 370.6	% 444.0
(#) 157.2	(#) 375.4	# 444.1
% 158.8	% 377.0	% 446.4
% 162.9	% 382.3	
& 166.3	% 384.5	
# 344.6	(#) 389.2	
% 345.1	% 395.1	
% 346.7	% 401.0	
% 348.6	(#) 406.5	
% 351.1	% 411.1	
% 352.1	% 413.8	

SI-08 RULES ITEMS

Rule 6.21.4: Stop Within Range of Vision: When a train is instructed by the Train Dispatcher in the words, "BETWEEN (location) AND (location) BE GOVERNED BY RULE 6.21.4", within specified limits, train must proceed at a speed which will permit stopping short of slide, rock, washout or debris on track.

Rule 8.20: On auxiliary tracks equipped with derails, when practicable leave cars or locomotives within 100 feet of the protecting derail. When cars are set out on a track where grade is sufficient to cause unsecured cars to move, derail protection must be provided on the downhill end.

Signal Indications: Following signal indication changes are in effect for the Glenwood Springs Subdivision:

Rule 9.2.4 Advance Approach indication is changed to read: "Proceed prepared to pass next signal not exceeding 30 MPH and prepared to stop at second signal."

Rule 9.2.10 Diverging Advance Approach indication is changed to read: "Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 30 MPH and prepared to stop at second signal."

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS

Parachute Industrial Lead:(0729) from main track MP 403.6 extends 4.0 miles to Solvay Plant. All movements must have air brakes cut in and operative at all times.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons

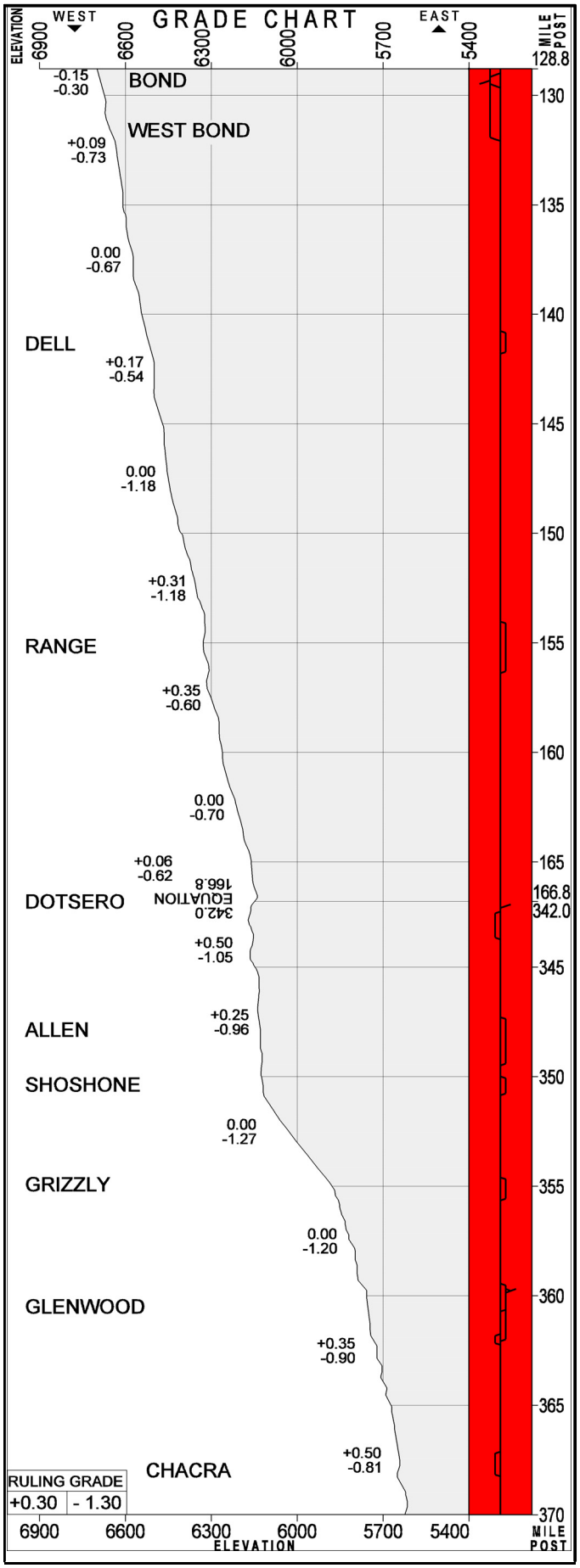
SI-13 TRAIN MAKE-UP RESTRICTIONS

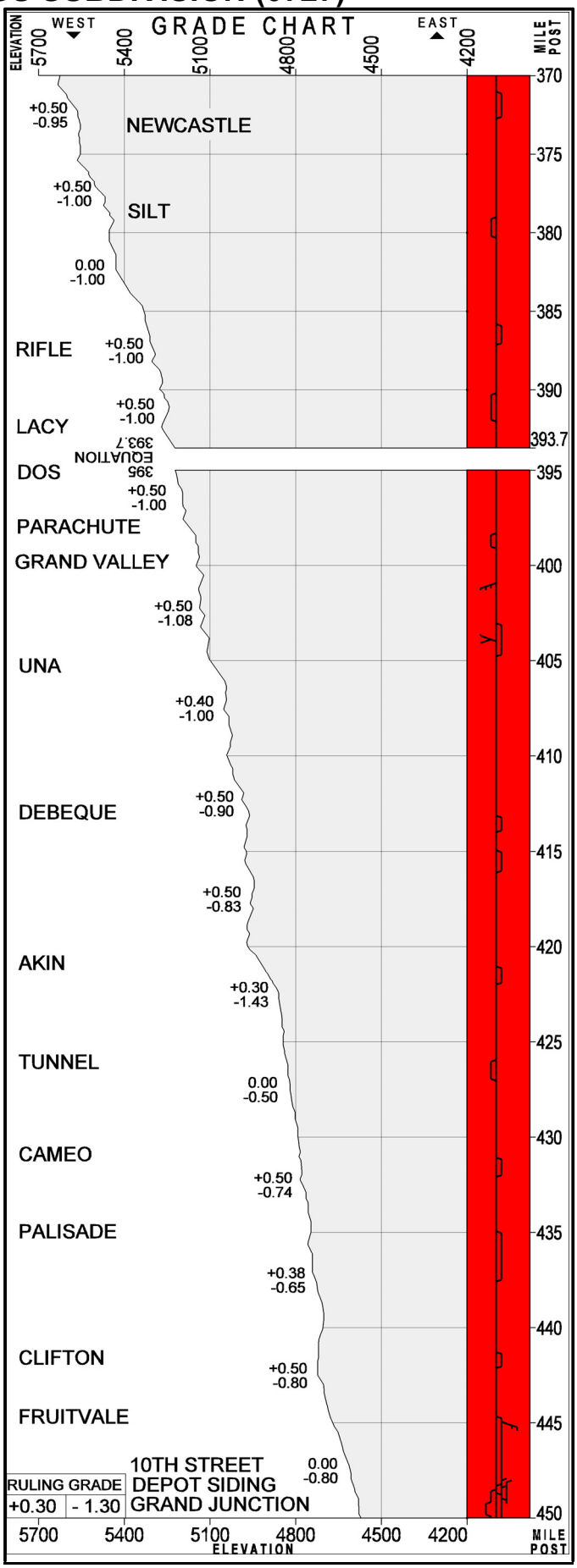
Multi-well cars and multi-level autoracks (loaded or unloaded) in excess of 18 feet 0 inches above top of rail are prohibited from operating between Dotsero and Bond.

SI-14 MISC. INSTRUCTIONS

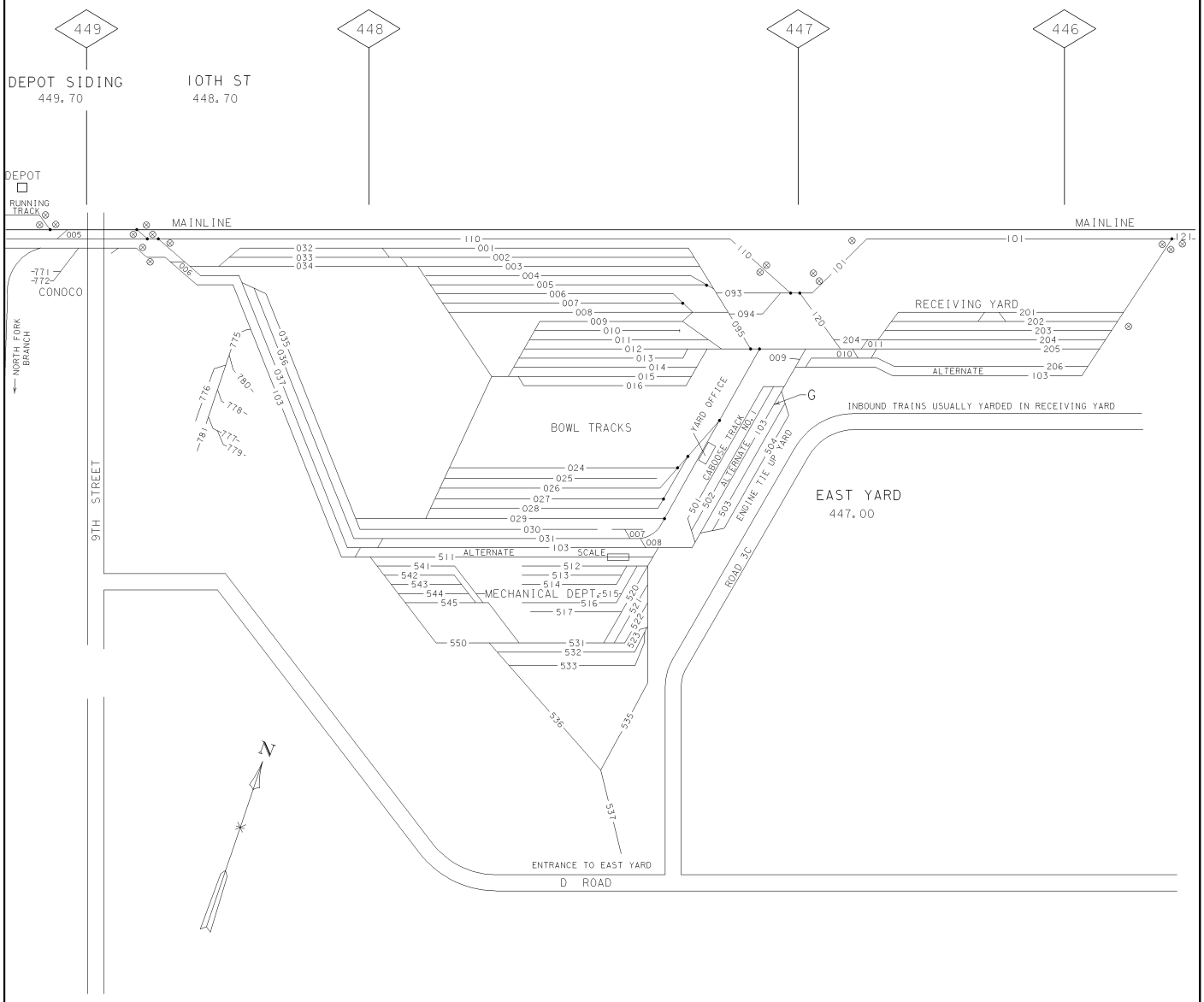
Operation Grand Junction: Dual-control switch point derail located on middle track, 10th St. Grand Junction. Westward trains or locomotives must occupy release section approaching Absolute signal one minute before Train Dispatcher can change signal indication and line dual-control switch.

GLENWOOD SPRINGS SUBDIVISION (0727)





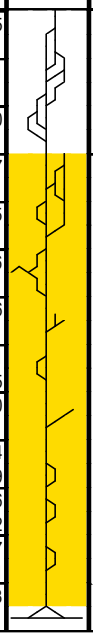
East Yard - Grand Jct. Area Map



EAST YARD – GRAND JUNCTION

NORTH FORK SUBDIVISION (0730)

Radio Display:
Hawksnest to Bridgeport- 9696 (*80)
Bridgeport to Grand Jct.- 1997 (*80)

Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
95.5		6.28		HAWKSNEST (1.4)	MJ945	
94.1				WEST ELK (1.1)	MJ944	
93.0				SOMERSET (4.3)	MJ943	
88.7		TWC		BOWIE (0.2)	MJ939	
88.5				TERROR CREEK (2.9)	MJ938	
85.6				CONVERSE (10.0)	MJ934	
75.6				HOTCHKISS (5.5)	MJ925	
70.1 71.5				ROGERS MESA (20.1)	MJ920	7100
50.0				DELTA (2.6)	MJ842	
47.4 45.9				ROUBIDEAU (20.8)	MJ837	7206
26.6 25.2				BRIDGEPORT (13.9)	MJ817	6375
12.7 11.1				WHITE WATER (12.4)	MJ813	7900
0.3				GRAND JUNCTION		

(91.0)

SI-01 MAIN TRACK AUTHORITY

TWC between:
MP 91.0 and MP 0.3.

Rule 6.28 between:
MP 91.0 and end of track.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 91.0 and 0.3	
(Except as Below)	**40**
91.0 and 86.5 W	15
91.0 and 86.5 E	20
86.5 and 82.5	25
82.5 and 75.2	35
75.2 and 71.9	25
71.9 and 67.3	30
67.3 and 67.0	25
67.0 and 61.0	30
61.0 and 57.9	25
51.5 and 49.6	30
49.6 and 37.6	25
37.6 and 30.7	30
30.7 and 27.4	25
27.4 and 26.9	20
26.9 and 21.0	35
21.0 and 20.7	25
20.7 and 19.2	30
19.2 and 17.2	35
17.2 and 15.8	30
10.7 and 8.5	30
8.5 and 7.5	25
7.5 and 0.3	30

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed **MPH**

1. Thru Sidings & Turnouts (No Exceptions)

2. Dual Control Switch Turnouts (No Exceptions)

3. Misc. Speed Restrictions
Grand Jct: east and west leg of wye.... 10

Through tunnel MP 23.6 and rock cut MP 40.9.
Trains handling Passenger equipment
or
Wood Chip Car series
GBRX 34400 - GBRX 34580,
GBRX 34627 - GBRX 34656,
UP 147626 - UP 148712, ... 10

SI-04 MAIN TRACK DESIGNATIONS

Between MP 0.3 and MP 91.0 is designated as main track.

SI-05 MILEPOST EQUATIONS

MP 51.2 = MP 50.9

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 86.8	% 52.0	% 12.8
(#) 84.4	(#) 48.2	% 11.0
% 81.3	% 38.7	% 8.0
(#) 71.6	(#) 30.1	(#) 4.0
% 61.2	% 22.3	

SI-08 RULES ITEMS

Rule 6.21.4: Stop Within Range of Vision: When a train is instructed by the train dispatcher in the words, "BETWEEN (location) AND (location) BE GOVERNED BY RULE 6.21.4", within specified limits, train must proceed at a speed which will permit stopping short of slide, rock, washout or debris on track.

Rule 8.3: Normal position of switches at Rogers Mesa, Roubideau, Bridgeport or Whitewater, will be as last used. Trains and engines must approach these switches prepared to STOP and line switch for intended route.

Rule 8.20: On auxiliary tracks equipped with derails, when practicable leave cars or locomotives within 100 feet of the protecting derail. When cars are set out on a track where grade is sufficient to cause unsecured cars to move, derail protection must be provided on the downhill end.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
West Elk	94.4	MJ944
Somerset	93.0	MJ943

NORTH FORK SUBDIVISION (0730)

SI-11 INDUSTRIAL LEADS

Montrose Industrial Lead:(0731) from main track MP 50.0, extends 23.3 miles to MP 350.2. 6-axle locomotives not allowed unless authorized by manager.

Maximum speed 20 MPH.
Exceptions:
Between Mileposts
353.4 and 350.2 10

Ruling Grade:
Delta To Montrose 1.10
Montrose To Delta 0.30

Permanent derail at Montrose on industrial lead at MP 352.1
Permanent derail at Delta on industrial lead at MP 373.7

Maximum Gross Weight: 143 Tons.

Business Tracks	MP	Sta.#'s
United Building Center	370.2	MJ842
Lou Pac	365.6	MJ849
Olathe	362.2	MJ853
Roe	356.2	MJ859
Sagebrush	353.0	MJ862
Montrose	351.5	MJ863

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons

SI-13 TRAIN MAKE-UP RESTRICTIONS

Cars in excess of 16 feet 9 inches above top of rail are prohibited.

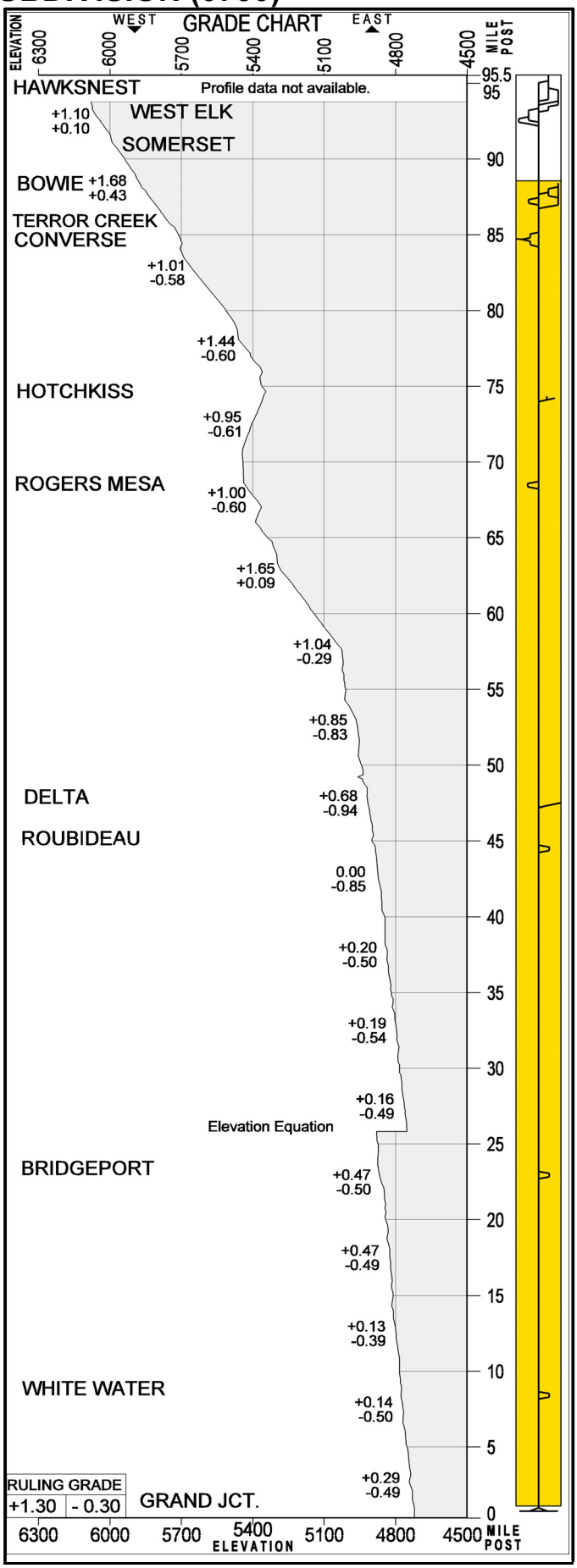
"EXCEPTION: Any High/Wide load that has a Protection Notice covering the movement through the area may be moved as cleared by the notice."

SI-14 MISC. INSTRUCTIONS

Earth-movement Detectors: A series of earth-movement detectors are in service between MP 72.6 and MP 74.6. If detector is activated between MP 72.6 and MP 73.6, a radio alert message will be broadcast three times every four minutes until device is manually reset. Radio alert message announces:
"SLIDE DETECTOR TRIPPED AT NORTH FORK MP 72.6"
If detector is activated between MP 73.6 and MP 74.6, radio alert message will be broadcast three times every four minutes until device is manually reset. Radio message announces:
"SLIDE DETECTOR TRIPPED AT NORTH FORK MP 73.6"
When announcement is made, trains approaching must not enter the limits and trains within the limits must stop. Trains must not proceed until authorized by the train dispatcher or employee at the location making an inspection.

Rock Slide Detector: between MP 91.6 and MP 91.8 when slide detector is activated, the following radio alert message will be broadcast on the road channel and repeated 4 times:
"UP Slide Fence activated MP 91.6 to MP 91.8".
After initial activation, the message will be broadcast once every 15 minutes until the detector is reset. When the alert is announced, trains must proceed at a speed that will permit stopping short of slide, rock, washout or debris on track. If the alert is announced when a train is within the limits, the train must stop and track be inspected for slide, rock, washout or debris on track.

Derails (Rule 8.20) located at:
Siding Whitewater - east and west ends.



TENNESSEE PASS SUBDIVISION (0705)

Radio Display:
Pueblo to Canon City- 9292 *80
Canon City (MP 159.2) to Parkdale (MP 171.9) *80 001 via RGX- 3232
Sage to Dotsero- 5454 *82

Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
UP869.4 BN591.8		BNSF		NA JCT. (26.0)		
Between Na Jct. and Pueblo Jct. be governed by BNSF Timetable Pueblo Subdivision and BNSF Op. Rules						
118.1 118.2 118.0		CTC	RG117 RG118 RG917	PUEBLO JCT. (1.3)	MX903	
119.4		6.28		PUEBLO TB (2.1)	MX905	
121.5		CTC 2MT	RG122	11TH STREET (1.4)		
122.9			RG123	GOODNIGHT (7.0)	MJ003	
129.9 131.4		CTC	RG130 RG131	SWALLOWS ! (8.6)	MJ011	7390
138.5 139.7			RG138 RG140	HOBSON ! (7.1)	MJ020	6850
145.6			RG146	PORTLAND (1.0)	MJ026	
146.6 147.9			RG147 RG148	ADOBE ! (5.3)	MJ028	6100
151.9 153.3			RG152 RG153	FLORENCE ! (7.2)	MJ032	6930
159.1				CP RG159 (1.0)		
160.1 161.6			RG160 RG162	CANON CITY ! (9.8)	MJ041	7230
169.9 171.7			RG170 RG172	PARKDALE ! (5.5)	MJ052	9190
175.4 176.4		M A I N T R A C K N O T I N S E R V I C E		SPIKEBUCK ! (8.3)	MJ056	4820
183.7 183.7				TEXAS CREEK ! (6.9)	MJ065	6190
190.6 191.9				COTOPAXI ! (6.5)	MJ072	5840
197.1 198.3				VALLIE ! (10.0)	MJ078	6150
207.1 208.5				SWISSVALE ! (7.7)	MJ088	6630
214.8 216.3				SALIDA ! (5.5)	MJ096	7240
220.3 222.3				BROWN CANON ! (12.0)	MJ103	9960
232.3 233.8				NATHROP ! (11.5)	MJ113	6890
243.8 245.7				AMERICUS ! (7.7)	MJ125	9000
251.5 252.9				PRINCETON ! (11.3)	MJ132	7640
262.8 264.4				KOBE ! (7.9)	MJ144	8090
270.7 272.3				MALTA !T (8.8)	MJ151	7800
279.5 281.2				TENNESSEE PASS ! (8.5)	MJ161	7870
288.0 289.7				PANDO ! (6.3)	MJ169	8260
294.3 296.3				BELDEN ! (6.5)	MJ177	10430
300.8 303.0				MINTURN !T (6.6)	MJ182	10660
307.4 309.0				AVON ! (10.2)	MJ189	8350
317.6 319.1				WOLCOTT ! (13.6)	MJ199	7570
331.2 332.8	RAW			SAGE ! (4.6)	MJ212	7760
335.8		CTC	RG335	GYPSUM (6.1)	MJ216	
341.9			RG342	DOTSERO	KP791	
				(223.0)		

SI-01 MAIN TRACK AUTHORITY

CTC between: CP RG122 and CP RG342.

Rule 6.28 PUEBLO, between: CP RG118 and CP RG121

NA Jct. and Pueblo Jct.: Movements between NA Jct and Pueblo Jct are governed by BNSF Timetable, Pueblo Subdivision.

MP 159.2 and MP 171.9: Movements between MP 159.2 and MP 171.9 are over trackage of Canon City and Royal Gorge RR. Be governed by Joint Timetable of the Canon City & Royal Gorge RR and the Rock and Rail RR.

Between MP 171.9 and MP 335.0 the main track is not in service.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 121.5 and 341.9	
(Except as Below).....	**40**
334.6 and 335.2.....	25
335.2 and 336.0.....	20
336.0 and 341.9.....	25

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed **MPH**

1. Thru Sidings & Turnouts (No Exceptions)

2. Dual Control Switch Turnouts
MP 123.0..... 40

3. Misc. Speed Restrictions (No Exceptions)

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between: MP 120.6 and MP 123.0.

SI-05 MILEPOST EQUATIONS

Na Jct: UP MP 869.4 = MP 591.8 BNSF

Pueblo Jct: UP MP 118.2 = MP 617.8 BNSF

Dotsero: MP 341.9 = MP 166.7 Glenwood Springs Sub.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 121.5	% 141.7	% 156.9
% 125.3	% 143.6	% 159.1
% 127.5	% 145.4	% 335.7
% 133.4	% 150.0	% 339.4
% 135.5	% 154.9	
*** 141.6	(#) 156.6	

*** MP 141.6 (&) (#)
Wide load detector at MP 141.6 talks on defect only. System Special Instructions Item 13.7.1, Failed Detector Situation Table, does not apply.

TENNESSEE PASS SUBDIVISION (0705)

SI-08 RULES ITEMS

Rule 6.21.4: Stop Within Range of Vision: When a train is instructed by the Train Dispatcher in the words, "BETWEEN (location) AND (location) BE GOVERNED BY RULE 6.21.4", within specified limits, train must proceed at a speed which will permit stopping short of slide, rock, washout or debris on track.

Rule 6.32.2: All Trains Comply with Rule 6.32.2 Procedure 1 at the following crossing(s):
*MP334.3 (Private Crossing; LAFARGE)
*MP334.6 (Private Crossing; B&B Excavating)
Due to rusty rail conditions.

Rule 8.20: On auxiliary tracks equipped with derails, leave cars or locomotives within 100 feet of the protecting derail when practical. When cars are set out on a track where grade is sufficient to cause unsecured cars to move, derail protection must be provided on the downhill end.

Signal Indications: The following signal indication changes are in effect for the Tennessee Pass Subdivision:

Rule 9.2.4 Advance Approach indication is changed to read: "Proceed prepared to pass next signal not exceeding 30 MPH and prepared to stop at second signal."

Rule 9.2.10 Diverging Advance Approach indication is changed to read: "Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 30 MPH and prepared to stop at second signal."

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Restricted Tracks: Six-axle locomotives are prohibited from operation on all tracks at the following locations: Portland Yard, Adobe Spur.

Pueblo Terminal: Unless otherwise instructed, all train and engine movements within Pueblo Yard must be authorized by Yardmaster or train dispatcher.

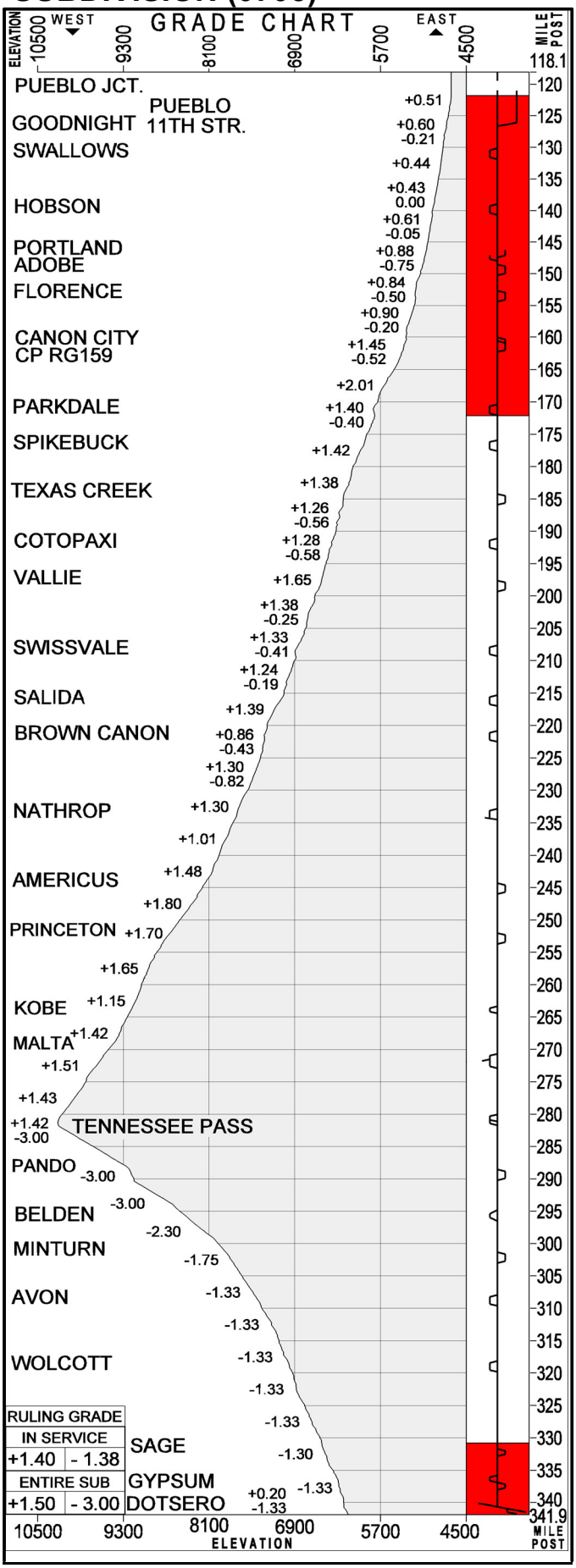
Eagle Gypsum: Unless otherwise instructed, inbound cars will be left on Trk 2; outbound cars will be picked up from Trk 1. Empty hoppers for bulk Gypsum loading will be set to Trk 3. Hand brakes must be applied to all loads and empties left at Eagle Gypsum. At west end of yard, switch from lead must be left lined and locked for the Runaway track to provide derail protection.

Emergency radio call-in - via RGX: *80 002

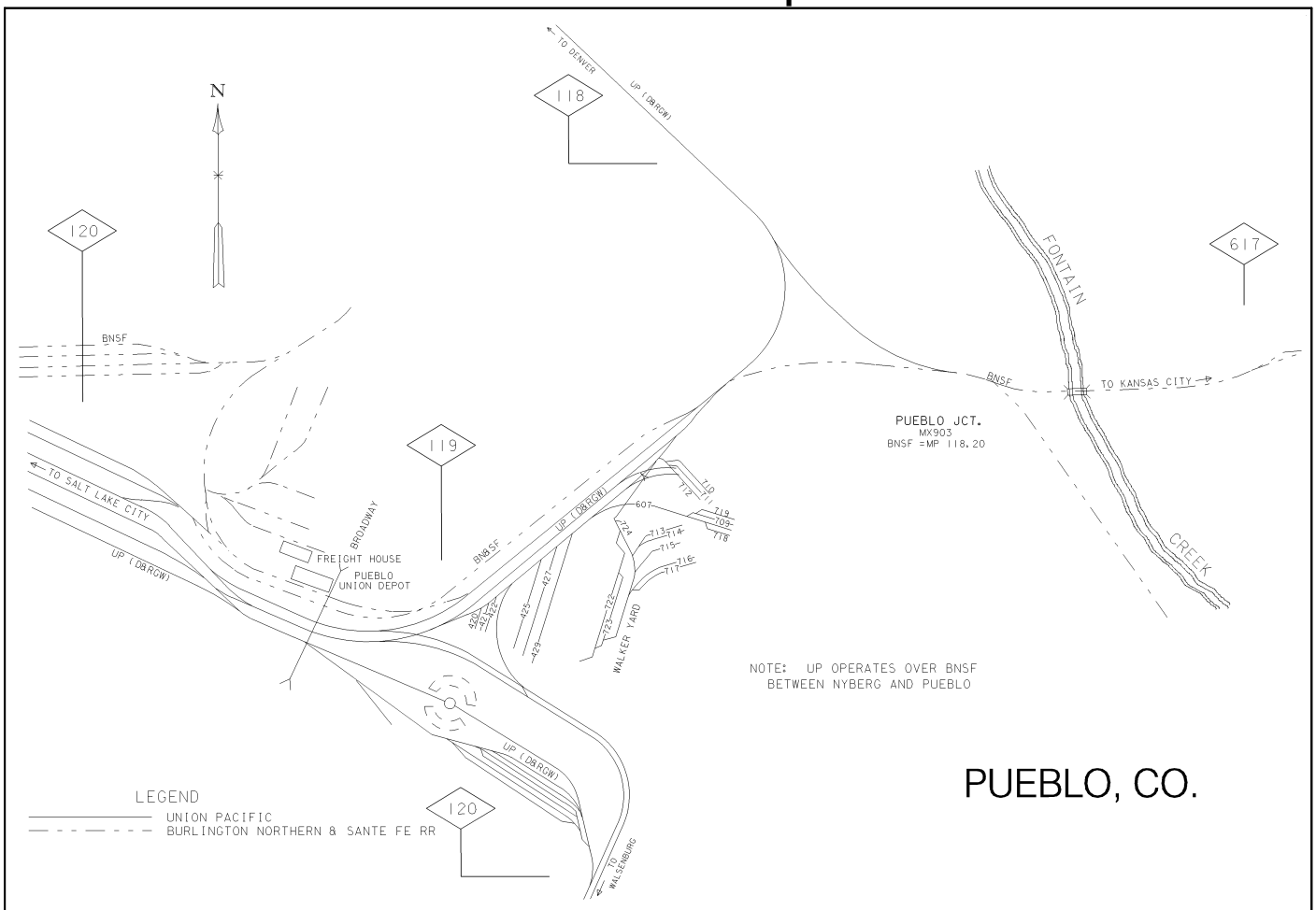
RGX dispatcher emergency: (800)533-9416

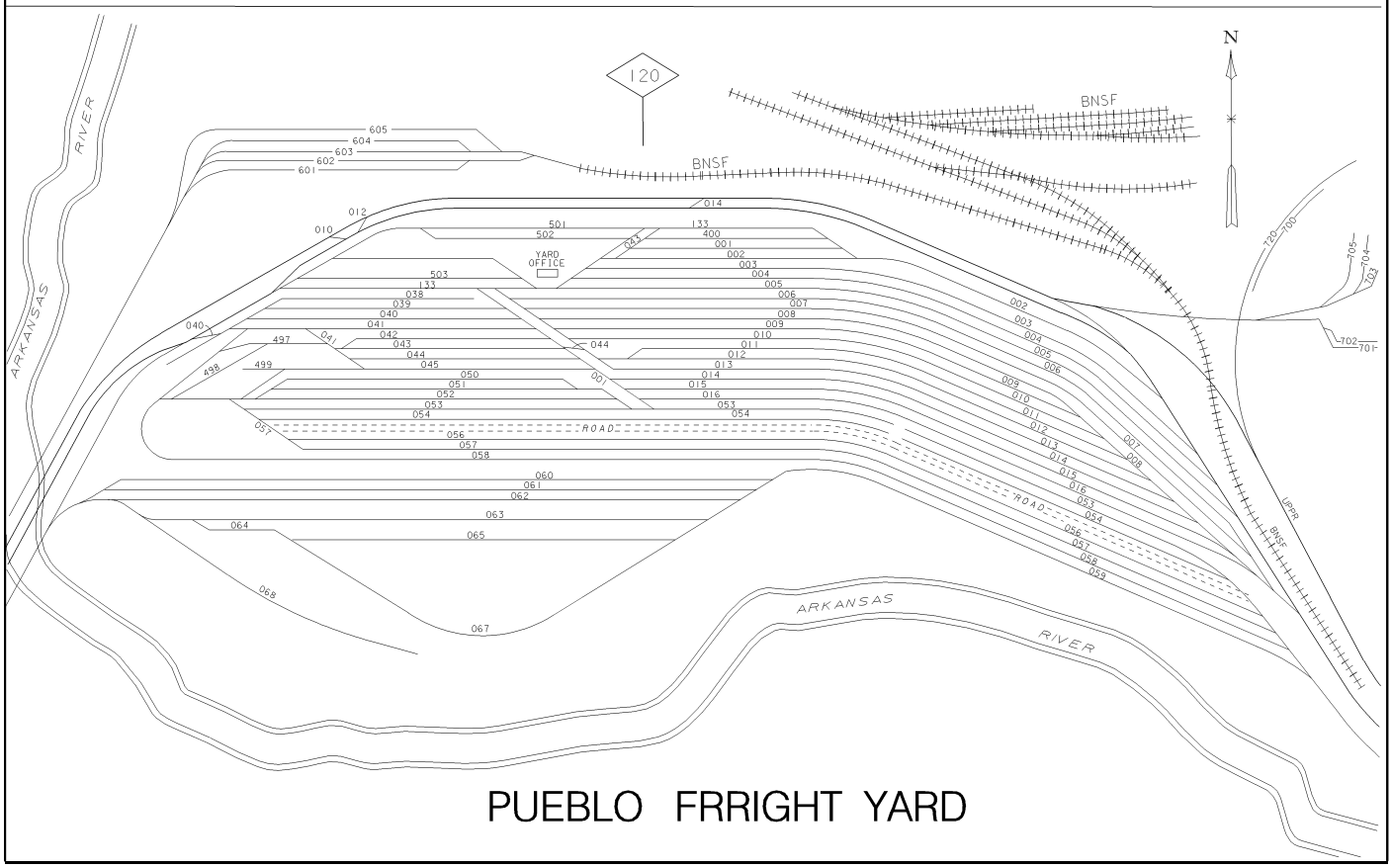
RGX dispatcher: (802)774-5055

Between Dotsero and Sage: All train movements be governed by rule 6.21.4.

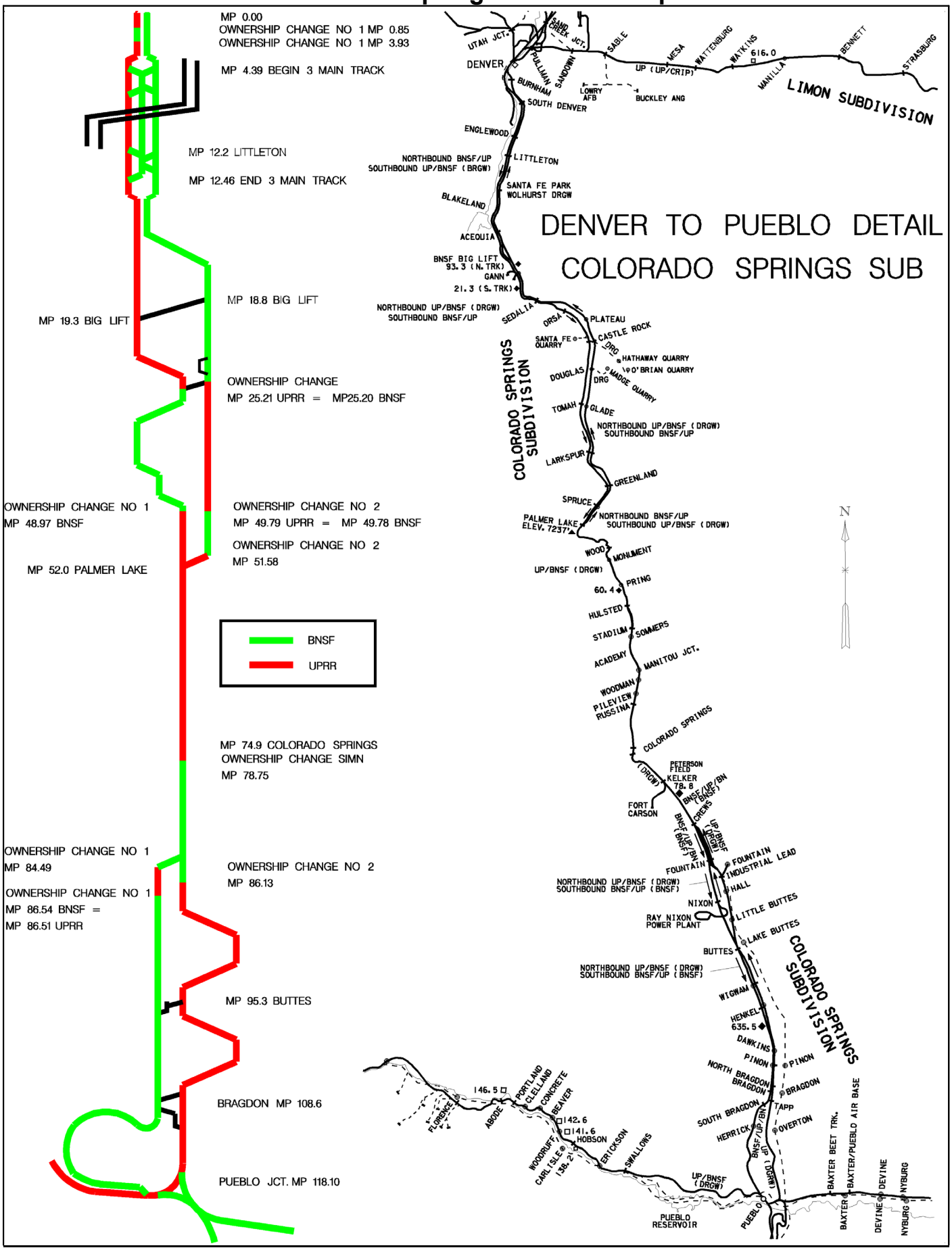


Pueblo Area Map





Colorado Springs Sub Area Map



COLORADO SPRINGS SUBDIVISION (0700)

		Radio Display: Denver to Pueblo Jct.- 5454 (*86)				
Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
1.0				PROSPECT (108.6)	KP640	
Between PROSPECT and PUEBLO JCT. be governed by BNSF Timetable, Pikes Peak and BNSF operating rules.						
118.1 118.0 118.2		CTC	RG117 RG917 RG118	PUEBLO JCT. (TRK 2) (1.2) E. MAIN	MX903	
				(118.2)		

SI-01 MAIN TRACK AUTHORITY

BNSF Timetable: In addition to information contained in the Denver Timetable, Colorado Springs Subdivision, be governed by BNSF Timetable, Pikes Peak Subdivision for Maximum Speed Tables, Miscellaneous Speed Restrictions and other instructions when operating between Denver Union Depot and Pueblo Union Depot on Track No. 1 or Track No. 2.

UPRR dispatches between:
Littleton Interlock and Palmer Lake on Trk. No. 1;
Crews and Bragdon on Trk. No. 1;
Bragdon and Pueblo Union Depot on both tracks.

SI-02 MAXIMUM SPEED TABLE - None.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed **MPH**

1. Thru Sidings & Turnouts (No Exceptions)

2. Dual Control Switch Turnouts (No Exceptions)

3. Misc. Speed Restrictions
Connection track between
Bragdon CP RG108 and Tapp CP RG110..... 30

SI-04 MAIN TRACK DESIGNATIONS

Between Bragdon and CP RG118 via Union Depot is designated track No. 1.

Between Bragdon and CP RG118 via Pueblo Jct. is designated track No. 2.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS

Rule 14.6: Track warrants authorizing movement against the current of traffic may be used.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Englewood	8.0	WD631
Blakeland	15.3	WD623
Orsa	27.4	WD611
Spruce	48.8	WD590
Husted	62.0	WD578
Russina	70.7	WD569
Colorado Springs	74.9	WD565
Fountain	87.9	WD552
Buttes	95.3	WD545
Wigwam	98.1	WD542

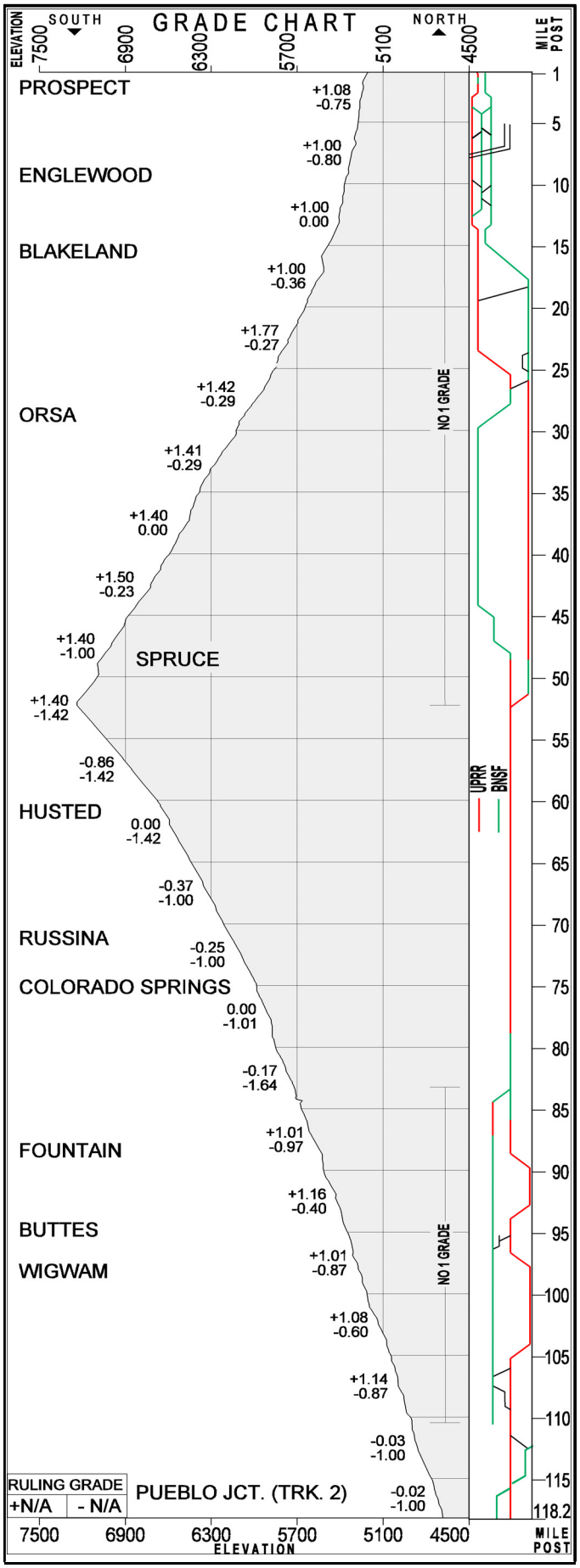
SI-11 INDUSTRIAL LEADS - None.

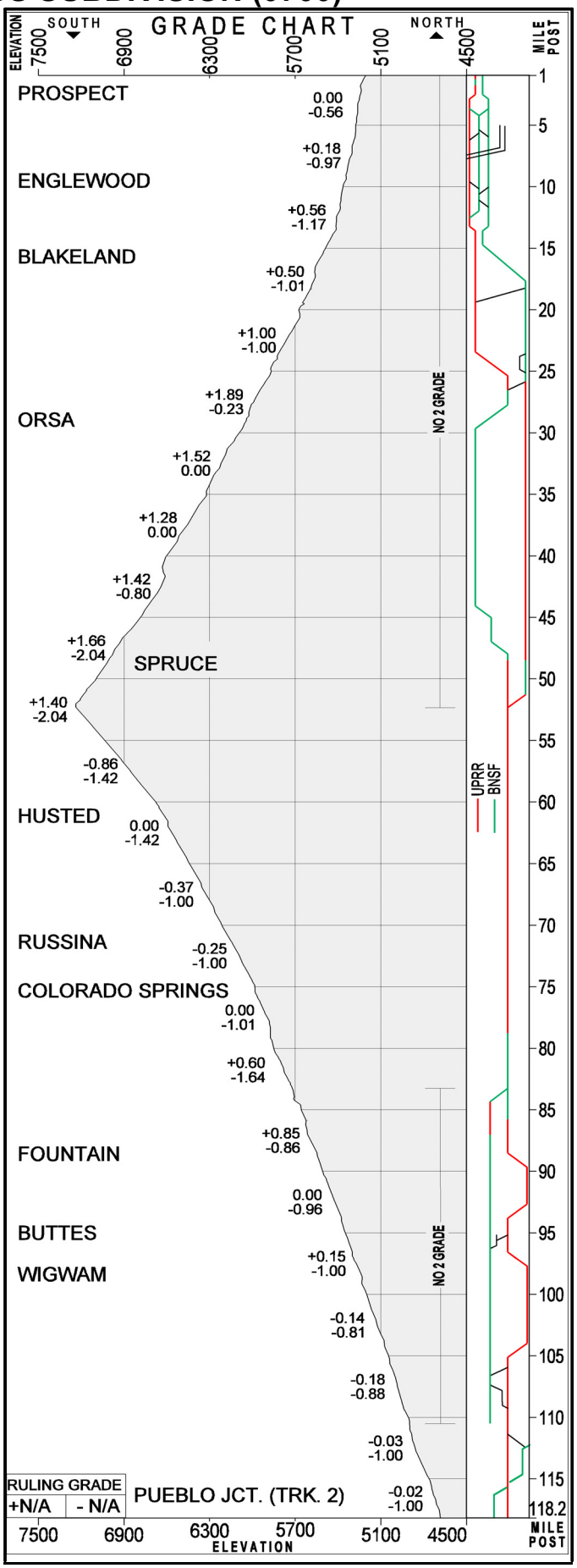
SI-12 TONNAGE RESTRICTIONS - None.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISCELLANEOUS INSTRUCTIONS - None.

COLORADO SPRINGS SUBDIVISION (0700)





WALSENBURG SUBDIVISION (0702)

Radio Display:

Pueblo to Southern Jct.- 5454 (*86)
Southern Jct. to Walsenburg Trk.1- 5454 (*86)
Southern Jct. to Walsenburg Trk.2- (BNSF)

Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
119.4		6.28		PUEBLO BY (2.5)	MX905	
121.9				MINNEQUA Y (1.4)	WD510	
123.3				SOUTHERN JCT. Y (57.0)	WD509	
Between Southern Jct and Walsenburg be governed by current BNSF Timetable and BNSF Operating Rules.						
BN170.6 BN171.7				WALSENBURG (1.1)	WD461	
175.1 180.0		YL		SP JCT. Y		
(60.6)						

SI-01 MAIN TRACK AUTHORITY

Rule 6.28:
On the Northbound Runner and Southbound Runner.

Yard Limits between:
MP 175.0 and MP 180.0.

Between:
Southern Jct. and Walsenburg Track No. 1 (the westernmost track) is under control of UPRR Train Dispatcher.
Track No. 2 is under control of BNSF Train Dispatcher.
Crews operating on Trk. 1 between Southern Jct. and Walsenburg will use UPRR track warrant.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 119.4 and 123.4 and between 170.6 and 171.7	
(Except as Below).....	**20**
119.4 and 123.4.....	12

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions)	
2. Dual Control Switch Turnouts (No Exceptions)	
3. Misc. Speed Restrictions	
Movements on or off Turntable at Pueblo.....	1

SI-04 MAIN TRACK DESIGNATIONS
Two main tracks between Pueblo and Southern Jct.

SI-05 MILEPOST EQUATIONS
Southern Jct. MP 123.58 = MP 125.0 BNSF
SP Jct. MP 171.72 BNSF = MP 175.11

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS

Rule 6.21.4: Stop Within Range of Vision: When a train is instructed by the Train Dispatcher in the words, "BETWEEN (location) AND (location) BE GOVERNED BY RULE 6.21.4", within specified limits, train must proceed at a speed which will permit stopping short of slide, rock, washout or debris on track.

Rule 8.3: Normal position for main track switches at siding Walsenburg MP 175.3 and MP 175.9, will be as last used. Trains and engines must approach these switches prepared to STOP and line switch for intended route.

Southern Junction: normal position of switch is lined for movement from main track No. 2 to BNSF main track. Trains and engines must approach this switch prepared to STOP unless switch is known to be lined for proper movement.

Rule 14.6: Track warrants authorizing movement against the current of traffic may be used.

Rule 15.1: Track warrants and track bulletins are not required within Yard Limits between MP 175.0 and MP 180.0.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

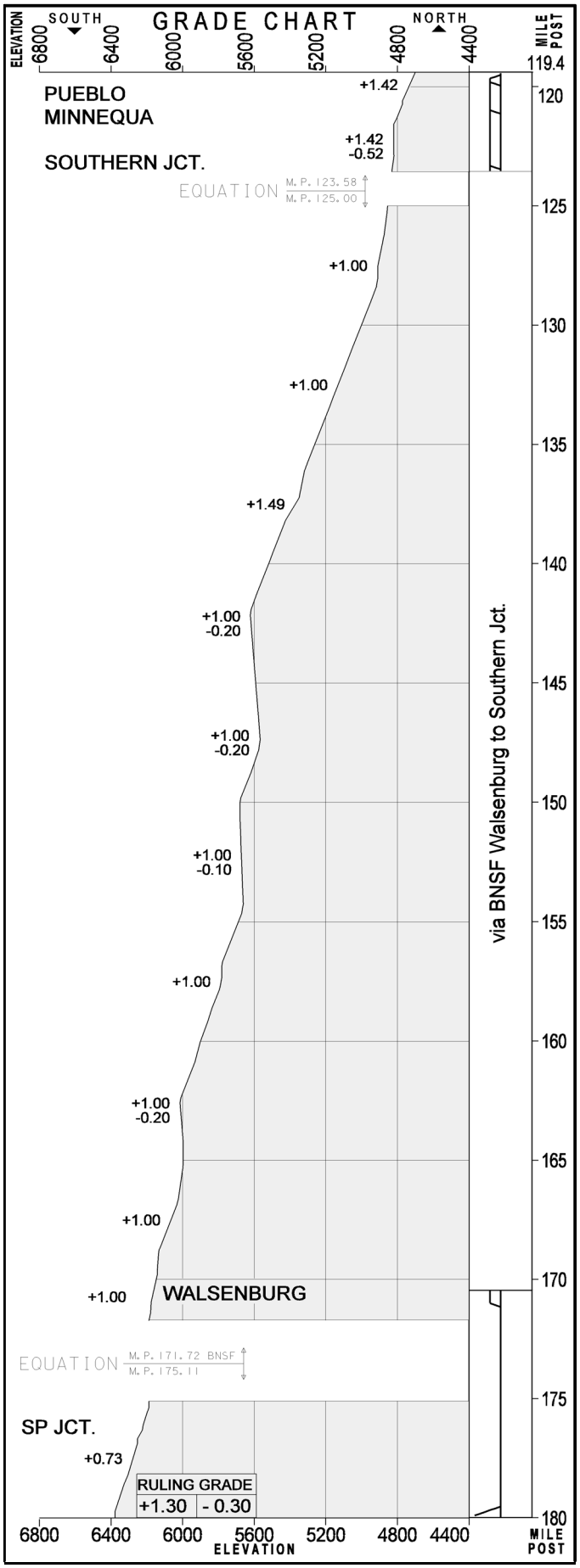
SI-14 MISC. INSTRUCTIONS

Between Walsenburg and Trinidad: trains are governed by current BNSF Timetable, Colorado Division, Spanish Peaks Subdivision.
Tracks in Yard Limits at Trinidad are governed by BNSF Trinidad Base.
UP westward trains returning from BNSF main tracks must secure authority from BNSF Trinidad Line Dispatcher (Radio Channel - 6666) before occupying main track through BNSF electric switch locks at BNSF MP 210.1.

Trinidad Railway Inc: operation on Trinidad Railway, Inc. is governed by the GCOR and the following:
1. Train movements from Jansen Yard MP 0.0 to New Elk Mine MP 29.9 are operating in a westward direction.
2. Maximum authorized speed:
Westward - 25 MPH
Eastward - 20 MPH
3. Yard Limits in effect between MP 0.0 and MP 1.0 and between MP 24.2 and end of track.
4. Territory between MP 1.0 and MP 24.2 is designated RULE 6.15 Block Register Territory. Register is located in the Scale house at Jansen Yard.
5. When Block Register Territory is occupied by MofW, a train may register and enter the territory ONLY after establishing radio contact with MofW employee being governed by their instructions.
6. Radio communication use channel 7676.
7. Rule 5.4.4 Authorized Protection by Yellow or Yellow-Red Flag, applies on Trinidad Railway.
8. Rules 6.2. Initiating Movement does not apply on Trinidad Railway.

Walsenburg: between MP 175.0 (Walsenburg) and MP 180.0 on old Alamosa branch line operation is joint with SLRG between MP 75.0 and MP 80.0 for interchange purposes.

WALSENBURG SUBDIVISION (0702)



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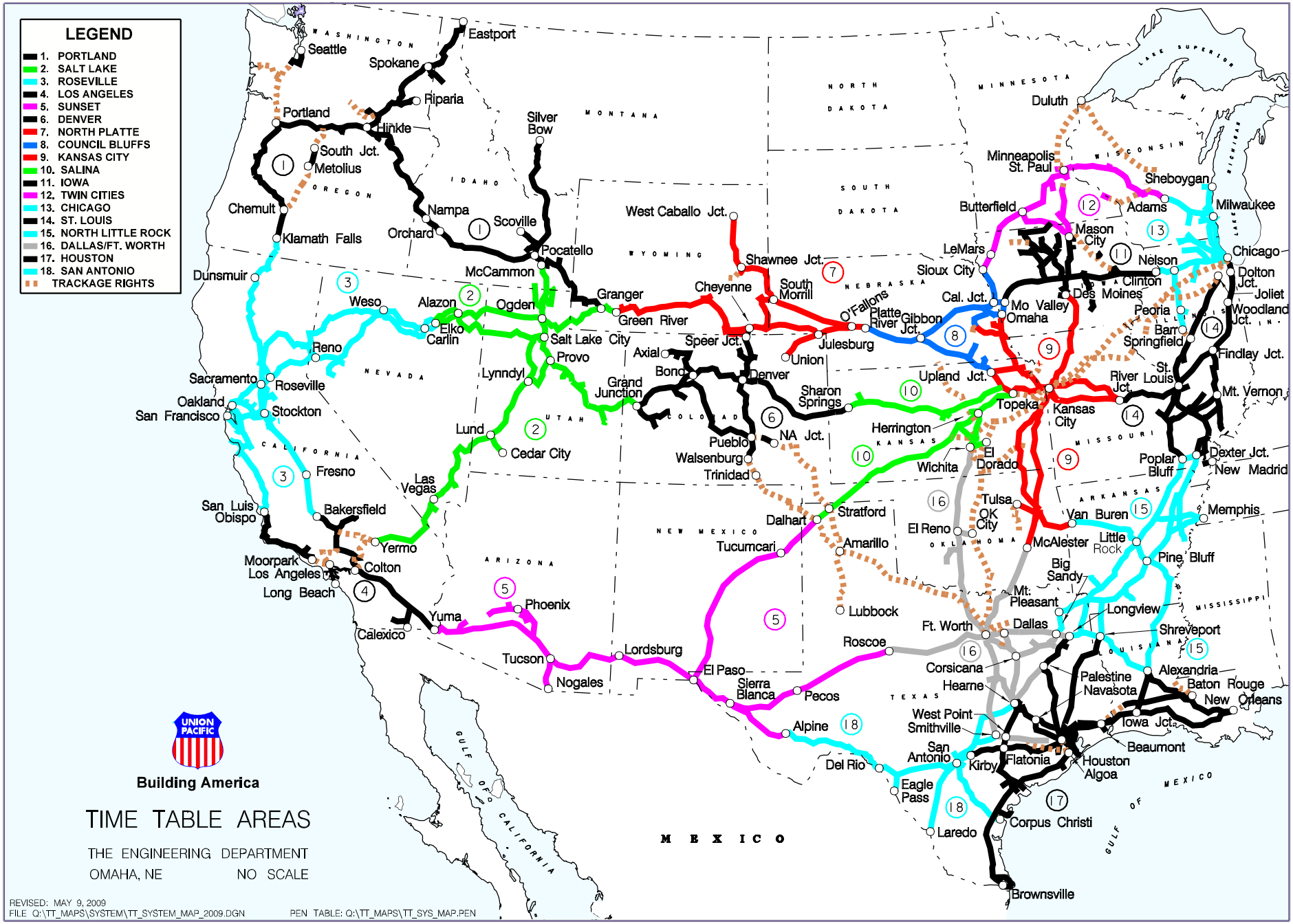
LEGEND
1. PORTLAND
2. SALT LAKE
3. ROSEVILLE
4. LOS ANGELES
5. SUNSET
6. DENVER
7. NORTH PLATTE
8. COUNCIL BLUFFS
9. KANSAS CITY
10. SALINA
11. IOWA
12. TWIN CITIES
13. CHICAGO
14. ST. LOUIS
15. NORTH LITTLE ROCK
16. DALLAS/FT. WORTH
17. HOUSTON
18. SAN ANTONIO
TRACKAGE RIGHTS
Seattle
Spokane
Eastport
Riparia
Portland
Hinkle
Silver Bow
South Jct.
Metolius
Chemult
Klamath Falls
Nampa
Orchard
Scoville
Pocatello
West Caballo Jct.
Shawnee Jct.
Cheyenne
South Morrill
Dunsmuir
McCammon
Granger
Green River
Weso
Alazon
Ogden
Elko
Carlin
Salt Lake City
Provo
Lynndyl
Reno
Sacramento
Roseville
Oakland
San Francisco
Stockton
Lund
Cedar City
Axial
Bond
Grand Junction
Speer Jct.
Denver
Union
Julesburg
O'Fallons
Platte River
Gibbon Jct.
Sharon Springs
Upland Jct.
Topeka
Kansas City
Herrington
Wichita
El Dorado
Pueblo
NA Jct.
Walsenburg
Trinidad
Fresno
Las Vegas
San Luis Obispo
Bakersfield
Yermo
Moorpark
Los Angeles
Colton
Long Beach
Yuma
Calexico
Phoenix
Tucson
Nogales
Lordsburg
El Paso
Sierra Blanca
Pecos
Alpine
Del Rio
Eagle Pass
Laredo
Dalhart
Stratford
Amarillo
Tucumcari
Lubbock
Roscoe
Ft. Worth
Dallas
Corsicana
Hearne
West Point
Smithville
San Antonio
Kirby
Flatonia
Houston
Algoa
Beaumont
Iowa Jct.
Corpus Christi
Brownsville
Duluth
Minneapolis
St. Paul
Sheboygan
Milwaukee
Chicago
Butterfield
Mason City
Adams
Nelson
Dolton Jct.
LeMars
Sioux City
Cal. Jct.
Mo Valley
Omaha
Des Moines
Clinton
Joliet
Peoria
Woodland Jct.
Barr
Springfield
Findlay Jct.
St. Louis
River Jct.
Mt. Vernon
Dexter Jct.
New Madrid
Poplar Bluff
Memphis
Van Buren
Tulsa
OK City
El Reno
McAlester
Little Rock
Pine Bluff
Big Sandy
Mt. Pleasant
Longview
Shreveport
Alexandria
Palestine
Navasota
Baton Rouge
New Orleans
Lake Superior
Michigan
Wisconsin
Minnesota
North Dakota
South Dakota
Montana
Wyoming
Nebraska
Colorado
Utah
Nevada
California
Oregon
Idaho
Washington
Kansas
Missouri
Arkansas
Oklahoma
Texas
Louisiana
Mississippi
Indiana
Illinois
Arizona
New Mexico
Gulf of California
Gulf of Mexico
MEXICO
UNION PACIFIC
Building America
TIME TABLE AREAS
THE ENGINEERING DEPARTMENT
OMAHA, NE
NO SCALE
REVISED: MAY 9, 2009
FILE Q:\TT_MAPS\SYSTEM\TT_SYSTEM_MAP_2009.DGN
PEN TABLE: Q:\TT_MAPS\TT_SYS_MAP.PEN

Continental Time Conversion Chart

1:00 AM	0100	1:00 PM	1300	
1:30 AM	0130	1:30 PM	1330	
2:00 AM	0200	2:00 PM	1400	
3:00 AM	0300	3:00 PM	1500	
4:00 AM	0400	4:00 PM	1600	
5:00 AM	0500	5:00 PM	1700	
6:00 AM	0600	6:00 PM	1800	
7:00 AM	0700	7:00 PM	1900	
8:00 AM	0800	8:00 PM	2000	
9:00 AM	0900	9:00 PM	2100	
10:00 AM	1000	10:00 PM	2200	
11:00 AM	1100	11:00 PM	2300	
11:59 AM	1159	11:59 PM	2359	
Noon	1200	Midnight	0000	(new date)
12:01 PM	1201	12:01 AM	0001	

TABLE OF TRAIN SPEEDS

Min Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec Per Mi.	Miles Per Hour	Min Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec Per Mi.	Miles Per Hour
			1	6	54.5	1	21	44.4	1	35	37.9
0	45	80.0	1	7	53.7	1	22	43.9	1	40	36.0
0	48	75.0	1	8	52.9	1	23	43.4	1	45	34.3
0	50	72.0	1	10	51.4	1	24	42.9	1	50	32.7
0	52	69.2	1	11	50.7	1	25	42.4	1	55	31.3
0	54	66.6	1	12	50.0	1	26	41.9	2	0	30.0
0	56	64.2	1	13	49.3	1	27	41.4	2	5	28.8
0	58	62.0	1	14	48.6	1	28	40.9	2	10	27.7
1	0	60.0	1	15	48.0	1	29	40.4	2	15	26.7
1	1	59.0	1	16	47.4	1	30	40.0	2	20	25.7
1	2	58.0	1	17	46.7	1	31	39.6	2	25	24.8
1	3	57.1	1	18	46.1	1	32	39.1	3	0	20.0
1	4	56.2	1	19	45.6	1	33	38.7	4	0	15.0
1	5	55.3	1	20	45.0	1	34	38.2	6	0	10.0

SAFETY

IS MY PERSONAL RESPONSIBILITY