



Denver Division

Timetable No. 3

**IN EFFECT AT 0001
Mountain Continental Time**

Sunday April 2, 1995

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

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



WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Casper Subdiv MAIN LINE STATIONS			Distance from Bridger Jct.	EAST WARD
					Trk	Rule 4.3 Oper			
				133.2		BRIDGER JCT	J	CTC	0.0
	5,628	32167		134.4		1.2 ORIN			1.2
	3,750	32182		148.8		14.4 DOUGLAS			15.6
	5,490	32192		158.6		9.8 RICHARDS			25.4
	4,075	32205		171.5		12.9 CLAYTON			38.3
	5,492	32212		178.2		6.7 GLENROCK			45.0
		32236		202.2		24.0 CASPER	BKY		69.0
	5,726	32247		213.0		11.1 BISHOP			80.1
	4,100	32257		223.9		10.6 BUCKNUM			90.7
	7,990	32275		241.5		17.6 POWDER RIVER			108.3
	6,600	32294		260.4		19.0 ARMINTO			127.3
	3,660	32307		273.8		13.5 MADDEN			140.8
	6,402	32325		290.4		17.2 GATE			158.0
		32338		303.9		13.4 SHOBON	JY		171.4
	7,520	32339		304.0		0.5 BONNEVILLE	Y		171.9
	5,027	32349		314.7		10.8 PIPER			182.7
	4,345	32358		323.2		8.0 DORNICK			190.7
	2,687	32366		331.7		8.7 MINNESELA		TWC	199.4
	4,750	32370	5	336.0		4.4 THERMOPOLIS			203.8
	3,090	32377		343.1		7.1 LUCERNE			210.9
	3,622	32382		348.0		4.9 KIRBY			215.8
	7,585	32394		359.9		11.8 PULLJAM			227.6
	1,565	32403		368.4		8.5 WORLAND			236.1
		32411		376.7		7.8 DURKEE			243.9
	3,464	32422		387.2		11.1 MANDERSON			255.0
		32431		396.2		8.9 BASIN			263.9
	2,534	32438		403.9		7.8 GREYBULL	BKY		271.7
	4,192	32450		415.3		11.5 SPENCE			283.2
	3,696	32456		422.0		6.8 HIMES			289.8
	7,200	32466		431.7		9.8 KANE			299.6
		32476		441.7		9.9 LOVELL			309.5
	4,440	32481		447.2		5.4 COWLEY			314.9
	4,075	32487		452.9		5.8 DEAVER			320.7
	5,309	32493		458.9		6.3 FRANNIE	JT		327.0
	1,890	32500		465.2		6.1 WARREN			333.1
	8,150	32511		476.1		10.8 WADE			343.9
	2,323	32521		486.8		10.7 EAST BRIDGER			354.6
	5,000	32528		493.7		6.9 FROMBERG			361.5
	5,291	32541		506.1		12.4 SILESIA		TWC	373.9
		30855		515.6		9.5 LAUREL	JY		383.4

AAR Radio channel 70 in service Bridger Jct to Casper
 AAR Radio channel 78 in service Casper to Laurel
 AAR Radio Channel 66 in service in Casper and Greybull Yards
 Dispatcher Radio Mobile Calls—Douglas—61, Glenrock—64, Casper—53,
 Powder River—46, Arminto—57, Lysite—49, Dornick—54, Thermopolls—59 Copper MT.—51,
 Worland—56, Greybull—58 Sheep Mountain—52, Frannie—50, Laurel—53.
 Train Dispatcher Phone Numbers— Mon —Fri: 0630–1430— (817) 234–6053,
 Mon —Fri: 1430–0630 and 24 hrs. Sat & Sun— (817) 234–6051
 Bridger Jct to Casper Dispatcher—(817) 234–6054

1. Maximum Speeds Permitted –	Freight
Bridger Jct. to Laurel	49 MPH.
Trains 100 tons O/B and Over	49 MPH.
MP 316.4 to MP 338.5	30 MPH.
MP 413.5 to MP 414.4	30 MPH.
MP 423.4 to MP 424.0	10 MPH.
MP 424.0 to MP 425.0	30 MPH.
MP 498.1 to MP 498.4	40 MPH.
MP 501.4 to MP 501.6	30 MPH.
All sidings	10 MPH.
Loaded unit trains through sidings	5 MPH.

Item 1 A, All Subdivisions applies to loaded or empty C6 hoppers.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Bridger to Laurel 143 tons
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.

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

Worland—Crown Cork and Seal Track
 Himes—Georgia Pacific trackage

3. Type of Operations—

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

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

CTC— In effect at Bridger Jct

Yard Limits —in effect:

MP 196.4 to MP 204.4
 MP 303.6 to MP 306.0
 MP 402.6 to MP 406.5
 MP 514.2 to MP 515.6

4. General Code of Operating Rules Items—

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

Rule 8.3—

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

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

- 5. **Trackside Failed Equipment Detector(FED)–**
 - A. Protecting Bridges, Tunnels or Other Structures: NONE
 - B. Other FED locations:
 Douglas MP 153.5

System Special Instructions; Key Trains–reads in part:

If failed Equipment Detector requires an inspection and no defect or indication of overheating is found, speed must not exceed 30 MPH until another inspection by a hot bearing detector has been made.

When a Key Train is proceeding on the Casper subdivision and a readout is obtained from a Failed Equipment Detector, if there are no further detectors to release the train from the 30 MPH speed restriction mentioned above, the car must be set out for mechanical inspection at the first available point regardless of whether a defect is discovered or not. After the car is set out, immediately advise the train dispatcher of the car number and location set out, and defect if known. The train is then released from the 30 MPH speed restriction.

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

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

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

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

Casper– Crossing protection at West Yellowstone highway on CNW transfer track is ineffective, be governed by Rule 6.32.2.

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

Restricted Clearance

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

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

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

Temperature Speed Restrictions–

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

- Trains 100 tons O/B and over 30 MPH.
- Trains up to 100 tons O/B 45 MPH.

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

- Trains 100 tons O/B and over 30 MPH.
- Trains up to 100 tons O/B 45 MPH.

- 8. **Other Line Segments–**

Yard Line Segments–

Line Segment	Yard
717	Greybull
894	Casper

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
32167 Orin Long X-Over To CNW	Orin	28	Both
32182 Douglas Equip. Trk.	Douglas	6	West
32207 Dave	1.6 west of Clayton	120	East
32269 Sodium	11.3 west of Bucknam	10	East
32318 Lysite	10.1 west of Madden	25	East
32370 Thermopolis Trk. So. Siding	Thermopolis	70	Both
32400 Geddes	5.3 west of Pulliam	17	West
32403 Worland So. Siding	Worland	32	Both
32403 Worland East House Trk.	Worland	39	Both
32403 Worland West House Trk.	Worland	32	Both
32405 Coors	2.5 west of Worland	28	Both
32431 Basin Back Trk.	Basin	12	Both
32440 Magnet Cove	2.2 west of Greybull	12	East
32446 Stucco	7.7 west of Greybull	50	Both
32468 Baroid	2.0 west of Kane	70	Both
32473 Quality	7.0 west of Kane	24	Both
32476 Lovell West Pass	Lovell	79	Both
32476 Lovell So. House Trk.	Lovell	35	Both
32479 Sage Creek Spur	2.4 west of Lovell	9	East
Wyoming Lime Company	1.5 East of Frannie	12	East
32493 Frannie No. Siding	Fannie	56	Both
32500 Warren So. Pass	Warren	59	Both
32523 Fromberg House Trk.	Fromberg	40	Both
32534 Edgar No. Trk.	5.9 West of Fromberg	45	West
32534 Edgar So. Trk.	5.9 West of Fromberg	34	West

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

AAR Radio Channel 70 in service on this Subdivision.

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

AAR Radio Channel 76 in service within Ft. Collins Yard limits.

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

Dispatchers Phone Number: (817) 234-6054

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

Westward passenger trains Denver Union Terminal to Propect Jct	15 MPH.
MP 13.7 to MP 26.2	30 MPH.
MP 45.8 to MP 49.8	40 MPH.
MP 54.0 to MP 54.7	40 MPH.
MP 58.3 to MP 62.0	25 MPH.
MP 68.8 to MP 72.8	40 MPH.
Westward trains from Prospect Street MP 72.8 until entire train has passed North College Avenue MP 74.7	15 MPH.
Eastward trains from MP 74.7 until lead locomotive has passed Prospect Street MP 72.8	15 MPH.
MP 110.1 to MP 110.6	30 MPH.
MP 130.4 to MP 132.0	40 MPH.
MP 143.2 to MP 146.8	40 MPH.
MP 146.8 to MP 165.3	30 MPH.
MP 206.8 to MP 211.3	30 MPH.
MP 213.5 to MP 217.5	40 MPH.
MP 219.0 to MP 220.5	25 MPH.
MP 227.0 to MP 238.0	30 MPH.
All coal trains through Main Track Switch at MOBA	10 MPH.
East Leg of Wye Wendover	10 MPH.
Broomfield and Lafayette	10 MPH.
Longmont and Barnett	10 MPH.
Ft. Collins and Greeley	20 MPH.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

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

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

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

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

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

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

3. Type of Operations—

TWC— is in effect: Utah Jct to Wendover.

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

CTC— is in effect: At Prospect Jct

Yard Limits –in effect:

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

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

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

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

Prospect Jct to MP 6.5. — (Train and Engine movement on North Main Track between Fox Jct and MP 6.5 under jurisdiction of yardmaster at Rennix)

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

4. General Code of Operating Rules Items—

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

Utah Jct to Wendover 2.0 miles

Rule 8.3—

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

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

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

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

5. Trackside Failed Equipment Detector(FED)—

A. Protecting Bridges, Tunnels or Other Structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track—See GCOR Rule 6.12.

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

7. Special Conditions—

Handling 80 Feet or Longer Cars—

See All Subdivisions Items 2A and 3A.

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

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

Between Wendover and Cheyenne, between Boulder and Broomfield—

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

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

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

Cars weighing less than 50 ton, gross weight
Flat cars with 1 loaded trailer
Flat cars with empty trailers
Flat cars with either loaded or empty containers.

Denver—Close Clearance at Diesel Facility Fueling Track.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

At Valmont, the red warning light for access to track 6 and 7 will be changed to green by the Valmont Coal crew before cars are shoved to the dumper spots.

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

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

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

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

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

All MOBA (071/070) and Dave Johnson sets (81/80) will go to the house at Guernsey on the empty side of their cycle; after two round trips for tenderless sets and after four round trips for tendered sets unless additional trips are authorized by Guernsey trainmaster.

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

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

Rawhide Power Plant—

The following speed restrictions apply:

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

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

Gate and switches should be lined for movement to Dumper.

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

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

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

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

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

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

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

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

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

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

Temperature Speed Restrictions—

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

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

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

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

8. Other Line Segments—

Yard Line Segments—

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

Other Road Line Segments—

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

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
On the Front Range Sub			
41141	Western Paving	Clear Creek	35 Both
41142	Birko Chem	1.9 west of Utah Jct	11 East
41143	Westminster	2.8 west of Utah Jct	12 Both
41147	Homestead House	7.1 west of Utah Jct	8 West
To Lafayette			
84315	Burns Jct.	1.3 west of Broomfield	
84322	Lafayette	7.7 west of Broomfield	23 Both
On the Front Range Sub			
41155	Rocky Mtn. Ind. Park	4.7 west of Broomfield	20 East
41161	Valmont	11.5 west of Broomfield	90 West
41172	IBM	4.6 west of Boulder	6 East
To Barnett			
84344	Western Spur	6.5 west of Longmont	40 Both
84347	Medberry	7.7 west of Longmont	
84347	Barnett	9.0 west of Longmont	
On the Front Range Sub			
41191	Berthoud		30 East
41192	Champion Home Builders	6.5 west of Highland	6 East
41207	McClellands	9.2 west of Loveland	5 West
41211	Union Mfg. Co.	1.3 west of Ft. Collins	37 West
41214	Black Hollow Spur	North Yard	40 East
41216	Busch Spur	3.3 west of North Yard	50 Both
41222	Wellington	11.3 west of Ft. Collins	10 East
41224	Dixon	13.1 west of Ft. Collins	58 East
To Greeley			
89507	Puregrow	6.3 west of Ft. Collins	8 East
89512	Windsor	19.4 west of Ft. Collins	10 Both
89515	Kodak	21.8 west of Ft. Collins	34 West
89519	Farmers	26.3 west of Ft. Collins	20 Both
89525	Greeley	31.7 west of Ft. Collins	30 Both
On the Front Range Sub			
41257	Warren Missile Base	2.4 west of Cheyenne	60 East
41268	Silver Crown	12.0 west of Cheyenne	30 East
41299	Farthing	5.7 west of Atus	40 West
89753	Murke Spur	0.5 west of Horse Creek	99 East
41334	Slater	9.0 west of Chugwater	22 East
41357	MOBA	5.8 west of Wheatland	West
	Track No. 1		104 Both
	Track No. 2		15 West
	Track No. 3		17 West
	Track No. 4		34 East
	Track No. 5		24 East
	Track No. 6		18 Both
	Track No. 7		20 Both
	Track No. 8		8 West
	Track No. 9		120 East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Brush Subdiv		Distance from Sterling
				Trk	Rule 4.3 Oper	
	84081	21	115.1		STERLING BJKTY	0.0

UP TRACK BETWEEN STERLING AND UNION WILL BE DISPATCHED BY BN TRAIN DISPATCHERS. BN RULES AND UP TIMETABLE GOVERN.

	84105	21	138.6		UNION J	23.5
7,376	84109		141.2		NEW HILLROSE	26.1
			148.0		BRUSH JCT JT	32.9
					To East Brush .9	
N7,308	20891	2	150.0		BRUSH CENTER BJKT	
S7,112			454.9		to East Brush 1.7	34.9
			456.5		WEST BRUSH	36.4
	20894		458.0		PAWNEE JCT J	37.9
6,220	20900		464.3		FT. MORGAN	44.4
7,920	20904		468.5		BIJOU	48.5
7,012	20915		478.9		WIGGINS	59.0
7,133	20924		489.1		CREST	69.1
7,048	20932		495.7		ROGGEN	75.4
7,101	20941		505.4		KEENESBURG	85.3
6,146	20949		513.0		HUDSON	92.9
7,191	20954		518.5		TONVILLE	98.4
7,613	20960		524.5		BARR	104.4
7,656	20968		531.7		IRONDALE	111.8
	20973		536.9		SAND CREEK I	116.7
		539.6		46th AVE	119.4	
	20977	541.2		31st ST. YARD BKT	121.0	
		541.5		23rd STREET AJY	121.3	
		542.1		20th STREET JXY	121.9	
		1.2	2MT	WALNUT STREET XY	123.4	
		2.2		SOUTH PARK JCT JXY	124.1	
41134	477	4.2		SOUTH DENVER IY	126.0	

BETWEEN PUEBLO AND SOUTH DENVER ATSF TIMETABLE & SP TIMETABLE GOVERN.

	41020	477	118.5		PUEBLO J	240.4
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AAR Radio Channel 66 in service on this Subdivision.

AAR Radio Channel 79 in service at Denver Yard.

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

Train Dispatcher Phone Number – (817) 234-6052

1. Maximum Speeds Permitted –	Passenger	Freight
Union to South Denver		60 MPH.
Trains 100 Ton O/B and over		50 MPH.
Empty coal trains		60 MPH.
Union turnout		15 MPH.
New Hillrose–Through turnouts and on sidings		35 MPH.
MP 149.5 to MP 149.9		20 MPH.
East Brush to South Denver	79 MPH.	
East Brush to Brush Jct	25 MPH.	25 MPH.
Crossover switch MP 150.0		
MP 454.9 Brush Center	20 MPH.	20 MPH.
MP 454.9 to MP 456.5 Track #1	20 MPH.	20 MPH.
MP 506.0 to MP 506.7	65 MPH.	
MP 535.3 to MP 537.2 (Eastward trains head–end only at MP 535.3)	40 MPH.	40 MPH.
Over UP crossing MP 537.3	30 MPH.	30 MPH.
MP 537.4 to signal MP 539.7	40 MPH.	30 MPH.
Signal MP 539.7 to signal MP 541.2	30 MPH.	20 MPH.
Signal 541.2 to 23rd Street Crossover MP 541.5	10 MPH.	10 MPH.
Signal MP 541.5 to MP 4.2 –MT 1 and MT 2	20 MPH.	20 MPH.
Through turnouts off main track, coal 1 and 2 to south lead at 38th Street	20 MPH.	20 MPH.
Through Denver Union Terminal Limits	10 MPH.	10 MPH.
Eastward passenger trains Denver Union Terminal to 31st Street yard via passenger lead	15 MPH.	
All Crossovers between 31st Street and South Denver	10 MPH.	10 MPH.
Through turnouts entering sidings unless otherwise designated . . .	20 MPH.	20 MPH.
Trains departing sidings on a proceed signal indication, only after engine has passed signal	35 MPH.	35 MPH.
Through turnout East Bijou	25 MPH.	25 MPH.
On siding Ft. Morgan	10 MPH.	10 MPH.
Bridges 541.28, 541.28A & B, cars heavier than 134 tons		10 MPH.

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

2. Bridge and Equipment Weight Restrictions–

Maximum Gross Weight of Car:

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

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

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

Sterling–Welsh elevator, Caboose track, Dago No. 1, and Dago No. 2
Brush Center–Oil track
Moseley–Stock track
Fort Morgan–South house track and Factory Lead
Denver–Market Industries

3. Type of Operations–

TWC– is in effect:

UP MP 59.1 at Sterling to CTC Union.

CTC–in effect:

Union to 31st Street Yard
MP 542.1 to MP 1.2

Yard Limits –in effect:

BN MP 112.2 to UP MP 59.1
MP 541.5 to MP 4.2

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

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

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

Two Main Track—
Between 23rd St. and South Denver.

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

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

Eastward BN and UP trains must contact Brush Subdivision Train Dispatcher via AAR Radio Channel 66 prior to arrival at Union. Crew member must obtain authority before fouling the limits of the switch at Union.

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

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

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

4. General Code of Operating Rules Items—

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

Rule 8.3—Sterling—Normal position of main track switches DOES NOT APPLY at the Chestnut Street switch located at MP 57.5 on Union Pacific Railroad. This switch may be left lined as last used; however, switch must be locked. Trains must approach this switch expecting to find it lined against movement.

Rule 10.2—

Roggen— East end and West end of Elevator Track.

Eno— MP 529.4

5. Trackside Failed Equipment Detector(FED)—

A. Protecting Bridges, Tunnels or Other Structures: NONE

B. Other FED locations:

Bijou MP 470.7

Roggen MP 494.1

Barr MP 521.9

6. FRA Excepted Track—See GCOR Rule 6.12.

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

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

7. Special Conditions—

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

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

Between Pawnee Jct. MP 458.0 and the Pawnee Power Plant – Security gate will be operated automatically by train movement entering or leaving plant. Indicator at gate will display green for entering plant if gate is open for movement, or red if gate is not open. Approach indicator at MP 458.5 for entering Plant will display yellow if gate is not open and green for open. If gate fails to open, train crew should be governed by instructions from Pawnee Power Plant staff. Trains leaving Pawnee Power Plant will move at restricted speed until it can be determined that the gate is open for departing movement.

Sand Creek—Manual interlocking controlled by UP operator. MW must obtain permission to cross interlocking from UP operator through BN operator at 31st Street.

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

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

Close Clearance at Diesel Facility Fueling track.

Temperature Speed Restrictions—

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

- Trains 100 tons O/B and over 30 MPH.
- Trains up to 100 tons O/B 45 MPH.
- Passenger trains 65 MPH.

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

- Trains 100 tons O/B and over 30 MPH.
- Trains up to 100 tons O/B 45 MPH.
- Passenger trains 65 MPH.

8. Other Line Segments—

Yard Line Segments—

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

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
84109 Old Hillrose	3.8 west of Union	30	East
20894 Pawnee	1.0 west of Pawnee Jct	370	East
20898 Moseley	4.1 west of Pawnee Jct	68	West
20899 Excel	5.0 west of Pawnee Jct	30	Both
20901 Ft. Morgan Sugar Factory	Fort Morgan		East
20949 Rocky Mt. Rail Car	.8 east of Hudson		Both
20966 Eno	5.0 west of Barr	11	West
20970 Ladora	2.5 west of Irondale	27	West
20971 Commerce City	3.5 west of Irondale	35	East

WESTWARD	Length of Siding in Feet	Station No.	Line Segment	Mile Post Location	Cody Subdiv BRANCH LINE STATIONS		Distance from Frannie	EASTWARD	
					Trk	Rule 4.3 Oper			
		32493		0.8	FRANNIE	JT	0.0		
	1,668	86514	330	14.5	14.5		14.5		
	1,742	86519		19.5		GARLAND	TWC	19.5	
	1,911	86525		25.5		5.0		25.5	
		86542		42.7		6.0			
						18.9			
						CODY	BKTY	42.4	

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

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

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

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

- Bridge and Equipment Weight Restrictions–
 Maximum Gross Weight of Car:

 Frannie to Cody 134 tons
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.

 Six axle locomotives and six axle derricks not permitted on the following tracks:
 Cody–Tracks No. 8–15, Roundhouse No. 2, Pullman and Main track west of MP 42.5.
 O'Donnell–Siding.
- Type of Operations–
 TWC is in effect: Frannie to Cody.
 Yard Limits –in effect:
 MP 40.6 to MP 42.7
- General Code of Operating Rules Items–
 Rule 6.19– When flagging is required, distance will be 1.0 mile.
- Trackside Failed Equipment Detector(FED)–
 A. Protecting Bridges, Tunnels or Other Structures: NONE
 B. Other FED locations: NONE
- FRA Excepted Track– NONE
- Special Conditions–
 Cody– Cars over 50 feet can not be turned on Wye.
- Other Line Segments–NONE
- Locations not Shown as Stations–

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

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Golden Subdiv BRANCH LINE STATIONS			Distance from Prospect Jct	EAST WARD
					Trk	Rule 4,3 Oper			
		84301	476	1.0		PROSPECT JCT	JY	CTC	0.0
						3.8			
BETWEEN PROSPECT JCT AND C&S JCT, BN TRAINS AND ENGINES OPERATE OVER SP TRACKS AND ARE GOVERNED BY RULES AND TIMETABLE OF SP									
				4.9		C & S JCT	JY		3.8
		89311	482	11.8		6.7			
						TERRILL	Y		10.5
		89316		14.4		4.8			
						GOLDEN	Y		15.3

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

- Maximum Speeds Permitted—**

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

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

- Bridge and Equipment Weight Restrictions—**

Maximum Gross Weight of Car:
Prospect to Golden 134 tons

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

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN(99000-99949) not permitted.
- Type of Operations—**

CTC—in effect: At Prospect Jct

Yard Limits—in effect: MP 4.9 to MP 14.4

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

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

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

When routed through SP North Yard tracks, be governed by SP yardmaster's instructions on yard tracks and CTC rules where applicable.
- General Code of Operating Rules Items—NONE**
- Trackside Failed Equipment Detector(FED)—**
 - Protecting Bridges, Tunnels or Other Structures: NONE
 - Other FED locations: NONE
- FRA Excepted Track—See GCOR Rule 6.12—NONE**

7. Special Conditions–

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

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

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

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

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

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

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

8. Other Line Segments–

Yard Line Segments–NONE

Other Road Line Segments–NONE

9. Locations not Shown as Stations–

Name	Miles–Location	Capacity Cars	Switch Opens
C&S Jct.	3.8 west of Prospect Jct on SP track		
On the Golden Sub			
Ind Chemicals	.1 west of C&S Jct	4	West
CCW Plastics	.2 west of C&S Jct	2	West
89309 Horton (Coors Glass	9.6 west of Prospect Jct	21	East
& Inland Container Systems)	9.6 west of Prospect Jct	25	East
89310 Jolly Rancher	10.5 west of Prospect Jct	17	East
89311 Mount Olivet	11.8 west of Prospect Jct	17	Both
89313 Ball Metal	12.5 west of Prospect Jct	10	West
89313 Willamette Industries	12.6 west of Prospect Jct	14	West
Speer Ind	12.8 west of Prospect Jct	17	West
Coors End Plant	13.2 west of Prospect Jct	29	West

Denver Division Operations Department

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

Denver Terminal

F.W. Comiskey	Terminal Superintendent	Denver	480-6224
R.D. Gorsage	Terminal Manager	Denver	480-6380
A.P. Huschka	Trainmaster-Term.	Denver	480-6447
W.R. Owens	Trainmaster-Term.	Denver	480-6447
T.E. Martin	Trainmaster-Term.	Denver	480-6447
W.C. Stuhldreher	Trainmaster-Term.	Denver	480-6447
J.D. Danko	Trainmaster-Term.	Denver	480-6447
S.E. Frank	Trainmaster-Term.	Denver	480-6447
L.M. Jacobson	Trainmaster-Term.	Denver	480-6447

Maintenance of Way Department

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