

ALAMOSA SUBDIVISION (702)

Mile Post	Rule 6.3	CP #’s	Radio Display: Pueblo to Creede -5454 Pueblo to Walsenburg (Westward Track) -6666		Sta. #’s	Siding Feet	
			WEST ▼ STATIONS ▲	EAST ▲			
119.4	YL 2MT		PUEBLO (3.0)	BY	MX905		
121.9			MINNEQUA (1.0)	Y	WD510		
123.4	VIA BNSF		SOUTHERN JCT. (47.0)	Y	WD509		
175.0	TWC		WALSENBURG (15.3)	Y	WD461		
190.3			LA VETA (6.5)		WD446	4280	
196.8			OCCIDENTAL (10.4)		WD440	1500	
207.2			FIR (7.4)		WD429	1700	
214.6			SIERRA (13.6)		WD422	3400	
228.2			FT. GARLAND (4.2)		WD408	2200	
232.4			BLANCA (19.3)		WD404		
251.7		YL		ALAMOSA (11.4)	BTY	WD385	
263.1		TWC		PARMA (0.5)		WD374	
263.6				AGRO (2.5)		WD373	
266.1			ZINZER (0.9)		WD371		
267.0	YL		SUGAR JCT. (0.4)	TY	WD370		
267.4			PLEASANT SPUR (1.6)	Y	WD369		
269.0			MONTE VISTA (13.8)	Y	WD367		
282.8	TWC		DEL NORTE (6.1)		WD354		
288.9			HANNA (9.3)		WD347		
298.2			SOUTH FORK (0.9)		WD338		
299.1	YL		DERRICK (13.0)	TY	WD337		
312.1			WAGON WHEEL GAP (6.0)	Y	WD324		
318.1			WASSON (2.6)	TY	WD318		
320.7			CREEDE	Y	WD316		

(201.3)

SI-01 MAIN TRACK AUTHORITY

Movements between Southern Jct. and Walsenburg will be governed by BNSF Timetable.
Yard Limits Between MP 119.4 and MP 123.3;
 MP 175.0 and MP 176.7;
 MP 249.0 and MP 253.5;
 MP 266.8 and MP 269.5;
 MP 299.0 and MP 320.7.

TWC Between MP 176.7 and MP 249.0;
 MP 253.5 and MP 266.8;
 MP 269.5 and MP 299.0;

Joint Operation Southern Jct. and Walsenburg:
 Double track between Southern Jct. and Walsenburg, is used jointly by UP and BNSF. Track 1 between Southern Jct. and Walsenburg is under the control of UP train dispatcher. Track 2 between Walsenburg to Southern Jct. is under the control of BNSF train dispatcher. Both tracks are designated as TWC Territory. BNSF timetable and General Code of Operating Rules govern train operation on both tracks. BNSF form of track warrant control will be used on both main tracks.
Track not in service between Derrick and Creede.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mile Posts	
119.4 and 123.4 and between MP 175.0 and MP 251.7	
(Except as Below).....	30
119.4 and 123.4	12
175.0 and 190.3	25
190.3 and 195.0	20
195.0 and 213.0	12
213.0 and 222.0	25
Between Mile Posts	
251.7 and 320.7	
(Except as Below).....	25
268.0 and 269.5	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
All sidings.....	10
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions	
Movements on or off Turntables.....	1

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between Pueblo and Southern Jct.

SI-05 MILE POST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 195.8	% 202.4	% 210.0
% 198.4	% 203.9	
% 200.8	% 205.9	

SI-08 RULES ITEMS

Rule 31.7.1 Retainers must be used from Fir to Sierra when tons per axle of operative dynamic brake exceeds 400 tons. Retainers must be used at all times from Fir to LaVeta. Eastward trains may set retainers at Alamosa and charge retainers before passing Fir.

SI-09 FRA EXCEPTED TRACKS - None.

<p>SI-10 BUSINESS TRACKS - None.</p>
<p>SI-11 INDUSTRIAL LEADS - None.</p>
<p>SI-12 TONNAGE RESTRICTIONS/TPOB Maximum gross weight Pueblo to Walsenburg - 143 tons.</p>
<p>SI-13 TRAIN MAKE-UP RESTRICTIONS Coupler Limits: The trailing tonnage behind a car must not exceed: Pueblo to Minnequa 7200 standard coupler 11500 high strength coupler Sierra to Fir 4400 standard coupler 6800 high strength coupler La Veta to Fir 3300 standard coupler 5000 high strength coupler</p> <p>Subtract total locomotive tonnage rating for any helper engine that is positioned within the trailing tonnage behind the car. This final figure is the trailing tonnage.</p> <p>Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the last character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.</p> <p>When train tonnage exceeds 3,600 tons, each of the first five cars behind the engine must weigh at least 50 tons. This restriction will not apply if train does not contain five cars that weigh 50 tons or more.</p> <p>When train tonnage exceeds 4,100 actual tons, each of the first five cars behind the engine must weigh at least 50 tons and:</p> <ol style="list-style-type: none"> 1. All be 73' or longer in length; or 2. All be less than 73' in length. <p>Cars 73' or longer, weighing less than 50 tons must be entrained within the rear 3000 tons of train.</p> <p>The following applies when operating from: La Veta to Fir; Sierra to Fir</p> <ol style="list-style-type: none"> 1. Locomotive consist of a loaded unit train must not exceed 36 axles of power. 2. Locomotive consist of other than a loaded unit train must not exceed 24 axles of power. <p>When the maximum working number of axles is exceeded, isolate the excess trailing locomotive units.</p> <p>Exception: When isolating locomotive units in a consist to reduce the number of axles to the maximum limit, if the isolation of an additional locomotive unit brings the total number of axles BELOW the limit, this locomotive may be left on line in excess of the maximum number indicated above.</p>

<p>SI-14 MISC. INSTRUCTIONS</p> <p>Six-axle locomotives must not be operated west of Walsenburg.</p> <p>Operation Pueblo Terminal: Unless otherwise provided, all train, yard and other locomotive movements within Pueblo Yard must be authorized by Yardmaster Pueblo.</p> <p>Grade Securement Restrictions: Do not tie up and leave a train unattended between La Veta and Sierra unless:</p> <ol style="list-style-type: none"> 1. The track the train is tied up on has derail protection; or 2. One of the rails on the descending direction in advance of the train is separated by M of W which will create a temporary derail. <p>Operations between Walsenburg and Trinidad: Trains between Walsenburg and Trinidad will be governed by the General Code of Operating Rules and BNSF timetable, Colorado Division Spanish Peak Subdivision.</p> <p>Tracks to be used in Yard Limits at Trinidad will be governed by BNSF Trinidad Base.</p> <p>UP westbound trains returning from BNSF main tracks must secure authority from BNSF Trinidad Line Dispatcher (Radio Channel No. 66) before occupying main track through BNSF electric switch locks (BNSF MP 210.1).</p> <p>Operation on Trinidad Railway Inc. Operation on Trinidad Railway, Inc. will be governed by the General Code of Operating Rules and the following:</p> <ol style="list-style-type: none"> 1. Trains operating 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 are in effect between MP 0.0 and MP 1.0 and between MP 24.2 and End of Line. 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 M of W, a train may register and enter the territory ONLY after establishing radio contact with M of W employee being governed by his instructions. 6. Radio communication will be conducted on 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.
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