

## CRAIG SUBDIVISION (722)

Mile Post	Rule 6.3	CP #'s	Radio Display: Phippsburg to W. Phippsburg -9292 W. Phippsburg to Craig -1997 Craig to Axial -9292 Loading Coal at Axial or Energy -2323		Sta. #'s	Siding Feet	
			WEST ▼ STATIONS ▲	EAST ▲			
168.0	YL		PHIPPSBURG (1.4)	BY	MJ439		
169.4	CTC		WEST PHIPPSBURG (5.4)				
174.8			HAYBRO (0.8)				
175.6		1756	CP 1756 (8.3)				
183.9			SIDNEY (7.2)	!	MJ455	6190	
191.1			STEAMBOAT (8.9)	!	MJ462	3910	
199.5			ADAMS (11.5)	!	MJ471	7950	
211.0			DAWSON (11.0)	!	MJ481	7320	
222.0			DORSEY (9.0)	!	MJ492	6760	
230.0		TWC		EVANS (1.9)		MJ501	
0.0				CRAIG (1.1)	T	MJ502	
1.9			UTE JCT. (5.2)		MJ604		
3.0			EMPIRE (1.2)		MJ609	5280	
8.2		EMPIRE JCT. (16.1)		MJ610			
9.4		AXIAL		TY	MJ627		
25.5	YL						

(87.5)

### SI-01 MAIN TRACK AUTHORITY

**CTC Between** MP 169.4 and MP 230.0.  
**TWC Between** MP 0.0 and MP 24.0.  
**Yard Limits Between** MP 168.0 and MP 169.4;  
 MP 24.0 and MP 25.5.

### SI-02 MAXIMUM SPEED TABLE

Maximum Speed Between Mile Posts 168.0 and 0.0 (Except as Below)	MPH
168.0 and 168.7	50
168.7 and 173.4	10
173.4 and 180.3	25
180.3 and 181.3	40
181.3 and 190.4	25
190.4 and 191.1	40
191.1 and 200.0	30
200.0 and 209.5	40
209.5 and 228.3	40
228.3 and 229.2	30
0.0 and 25.5 - W	30
25.5 and 0.0 - E	25

### SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts (No Exceptions.)</b>	
<b>2. Dual Control Switch Turnouts</b>	
Turnout MP 230.0.....	20
<b>3. Misc. Speed Restrictions (No Exceptions.)</b>	

### SI-04 MAIN TRACK DESIGNATIONS - None.

### SI-05 MILE POST EQUATIONS

MP 230.0 = MP 0.0

### SI-06 DTC BLOCK LIMITS - None.

### SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 172.2	% 206.0	% 15.4
% 175.5	% 208.1	% 19.8
% 177.3	(#) 209.0	% EN2.4 *
(#) 178.7	% 213.9	% EN5.1 *
% 180.0	% 215.7	% EN5.2 *
% 181.5	% 217.8	% EN8.2 *
% 185.3	% 219.9	% EN10.0 *
% 188.3	# 223.1	
(#) 195.1	% 225.0	
% 196.6	% 227.3	
% 202.0	(#) 6.7	
% 204.1	% 10.4	

\* Applies to the Energy Industrial Lead mile posts.

### SI-08 RULES ITEMS

**Rule 8.3. Siding Empire:** Trains operating without a caboose may leave siding switches at Empire lined for siding.

All trains must approach siding switches at Empire prepared to stop until it is seen that each siding switch is lined for main track movement.

Phippsburg Yard: Trains operating without a caboose may leave main track switch at MP 168.7 lined for yard.

**Rule 9.2.3:** Indication of signal Rule 9.2.3 as contained in System Special Instructions is changed to read:

"Proceed prepared to pass next signal not exceeding 30 MPH and be prepared to advance on diverging route at prescribed speed through turnout unless the next signal displays Clear or Advance Approach."

**Rule 9.2.9:** Indication of signal Rule 9.2.9 as contained in System Special Instructions is changed to read: "Proceed on diverging route not exceeding prescribed speed through turnout, prepared to pass next signal not exceeding 30 MPH unless the next signal displays Clear or Advance Approach."

### 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:** 2.5 miles, MP 230.0 to MP 232.5. Use radio display - 9292. Maximum gross weight - 143 tons.

**Empire Industrial Lead:** 1.8 miles. Use radio display - 9292. Maximum gross weight - 143 tons.

**Energy Industrial Lead:** 12 miles, MP0.0 to MP 12.0. Speed - 20 MPH westward between MP 0.0 (Adams Junction) to MP 12.0, 12 MPH eastward between MP 12.0 and MP 0.0 (Adams Junction). CTC in effect on Energy Industrial Lead between MP 0.0 and MP 12.0. Use radio display - 1997. Maximum gross weight 143 tons. Train Defect Detectors in SI-07 identified with "EN" apply to this industrial lead.

**Ute Industrial Lead:** 11 miles, MP 0.0 to MP 11.0 - Speed 15 MPH, all other tracks 10 MPH. Maximum gross weight 143 tons.

**SI-12 TONNAGE RESTRICTIONS/TPOB**

**Maximum gross weight - 143 tons.**

**SI-13 TRAIN MAKE-UP RESTRICTIONS**

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.

When train tonnage exceeds 4,100 tons, each of the first five cars behind the engine must weigh at least 50 tons and:

1. All be 73' or longer; or
2. All be less than 73'.

Cars 73' or longer weighing less than 50 tons must be entrained within the rear 3000 tons of train.

**Coupler Limits:** The trailing tonnage behind a car must not exceed 6215 standard coupler, 9610 high strength coupler Deer Park to Phippsburg. 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.

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. If it is not known that a 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.

Deer Park to Phippsburg:

**Locomotive Tonnage Ratings for cut-in Helper placement**

Model	Consist With DC		Model	Consist With DC
B23-7	1000		SD38-2	1237
B30-7, B36-7	1067		SD39	1300
B39-8, B40-8	1844		SD40, SD40-2, SD40T-2	1550
C30-7	1898		SD45	1542
C36-7	2286		SD45-2, SD45T-2	1621
C39-8	2424		SD50, SD50M	2220
C40-8	2455		SD60, SD60M	2377
C41-8	2533		SD70M	2523
C44-9	2807		SD70MAC	2259
C44AC, C60/44	2934		SD90/43	2847
C60AC	3640		SD90AC	3597
GP15, GP15-1	878			
GP30, GP35	1026		<b>Model</b>	<b>All AC Consist</b>
GP38, GP38-2, GP39-2	1055		C44AC, C60/44	3606
GP40, GP40-2, GP40P-2	1095		C60AC	3649
GP40X	1083		SD70MAC	3025
GP50	1572		SD90/43	3562
GP60	1844		SD90AC	3606

**SI-14 MISC. INSTRUCTIONS**

**Phippsburg Yard:** Before entering yard, trains must contact train dispatcher for instructions on which track to use.

**Grade Securement Restrictions:** Do not tie up and leave a train unattended between Sidney and Phippsburg unless:

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.