

GLENWOOD SPRINGS SUBDIVISION (727)

Mile Post	Rule 6.3	CP #'s	Radio Display: Bond to Dotsero -5454 Dotsero to Grand Jct. -2323		Sta. #'s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
128.8	CTC		BOND (13.3)	X!	KP768	E7500 11750
142.1			DELL (13.1)	!	KP781	7430
155.2			RANGE (11.6)	!	KP786	7720
342.0			DOTSERO (5.6)	!	KP791	6150
347.5			ALLEN (3.0)	!	KP797	14250
350.5			SHOSHONE (4.5)	!	KP800	3960
355.0			GRIZZLY (5.1)	!	KP804	5060
360.1			GLENWOOD (8.0)		XIT KP810	E10790 W7650
368.1			CHACRA (4.6)	!	KP818	6940
372.7			NEWCASTLE (6.8)	!	KP822	6270
379.5			SILT (7.1)	!	KP829	5810
386.6			RIFLE (3.7)	!	KP836	6160
390.1			LACY (7.3)	!	KP840	7050
399.1			DOS (4.9)	!	KP847	5860
404.0			GRAND VALLEY (4.7)	!	KP852	8060
408.7			UNA (7.9)	!	KP857	6150
416.6			DEBEQUE (6.7)	!	KP865	7670
423.3			AKIN (4.4)	!	KP871	6280
427.7			TUNNEL (4.9)	!	KP876	4660
432.6			CAMEO (4.4)	!	KP880	4390
437.0		PALISADE (5.5)	!	KP885	12200	
442.5		CLIFTON (2.8)	!	KP891	5200	
445.0		FRUITVALE (2.0)	!	KP893		
447.0		EAST YARD (2.1)		KP895		
448.7		10TH STREET (0.9)		X		
450.0		GRAND JCT.		BT KP898		
(146.0)						
SI-01 MAIN TRACK AUTHORITY CTC Between MP 128.8 and MP 450.0						

SI-02 MAXIMUM SPEED TABLE		
Maximum Speed	MPH	
Between Mile Posts	PSGR	FRT
128.8 and 450.0 (Except as Below).....	79	60
128.8 and 129.2	25	25
129.2 and 131.6	55	45
131.6 and 133.0	45	45
133.0 and 134.7	35	35
134.7 and 137.7	40	40
137.7 and 139.3	35	35
139.3 and 142.1	40	40
142.1 and 142.8	30	30
142.8 and 143.8	40	35
143.8 and 144.2	35	35
144.2 and 153.6	40	35
153.6 and 156.7	55	45
156.7 and 157.0	45	45
157.0 and 158.6	55	45
158.6 and 161.4	40	40
161.4 and 166.8	40	35
166.8 (Turnout)	35	35
342.0 and 343.5	40	35
343.5 and 344.7	30	30
344.7 and 358.5	30	25
358.5 and 359.4	25	25
359.4 and 368.1	50	50
368.1 and 374.4	70	60
385.4 and 386.4	50	50
386.4 and 388.4	70	60
395.3 and 397.0	70	60
400.4 and 405.3	70	60
409.0 and 412.0	70	60
412.0 and 412.4	40	35
412.4 and 413.2	35	30
413.2 and 417.1	50	50
417.1 and 417.9	40	40
417.9 and 420.8	50	40
420.8 and 424.4	40	35
424.4 and 424.7	40	40
424.7 and 428.3	45	40
428.3 and 431.5	40	40
431.5 and 436.6	45	40
436.6 and 438.4	40	40
448.8 and 450.0	35	35

SI-03 OTHER SPEED RESTRICTIONS	
Maximum Speed	MPH
1. Thru Sidings & Turnouts	
West Siding Bond: Between MP 128.8 and MP 129.7.....	20+
Sidings Allen, Shoshone and Grizzly....	25
Grand Jct. Depot Siding.....	15
2. Dual Control Switch Turnouts	
10th Street-Crossover between Main Track and West Lead.....	15
3. Misc. Speed Restrictions	
East Lead: Fruitvale to MP 447.0.....	30
Connecting Lead: MP 447.0 and MP 447.3.	15
West Lead: MP 447.3 to 10th Street....	30

SI-04 MAIN TRACK DESIGNATIONS - None.
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SI-05 MILE POST EQUATIONS MP 166.8 = MP 342.0 MP 393.6 = MP 394.9
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SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 133.7	% 354.0	% 418.5
(#) 136.7	% 356.0	(#) 419.5
% 137.4	% 356.7	% 420.7
% 143.2	% 358.2	% 425.8
% 146.0	% 358.7	% 430.3
(#) 148.4	% 359.2	# 433.5
% 150.7	% 364.5	% 434.7
(#) 157.2	# 365.0	% 439.4
% 158.8	% 370.6	% 440.7
% 162.9	(#) 375.4	% 444.0
% 165.9	% 377.0	# 444.1
& 166.3	% 382.3	% 446.4
# 344.6	% 384.5	
% 345.1	(#) 389.2	
% 345.7	% 395.1	
% 348.6	% 401.2	
% 351.1	% 406.1	
% 352.1	# 406.5	
% 352.8	% 411.1	
% 353.5	% 413.8	

SI-08 RULES ITEMS

Rule 5.5 Reduce speed signs are placed one mile instead of two in advance of the following speed restriction limits:

Westward - MP 143.8; MP 158.6; MP 343.5;
MP 350.0.

Eastward - MP 349.6; MP 157.0; MP 142.8.

Rule 6.32.6 Trains meeting at Range, must not block private road crossing at MP 154.8 until train to be met has arrived.

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."

Rule 9.10. Cameo Load-Out Track:

After crew member on a loaded coal train receives westward directional authority to enter CTC, the requirement to shove their train at Restricted Speed in a westward direction will not apply provided:

1. Movement does not exceed the train's length; and
2. Movement does not exceed 5 MPH.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Public Service	433.3	KP881

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight - 143 tons.

Speed Restrictions: The following table is to be used to determine the maximum allowable freight train speed, taking into account the trains' tons per operative brake.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
Below 100		60 MPH
100 to 115		50 MPH
Over 115		45 MPH

SI-13 TRAIN MAKE-UP RESTRICTIONS

Coupler Limits: From Glenwood to Shoshone trailing tonnage behind a car must not exceed:

- 7400 standard coupler
- 11500 high strength coupler

Subtract total locomotive tonnage rating for any helper engine that is positioned within the trailing tonnage behind the car. This final figure is the actual 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.

A. To determine any applicable actual trailing tonnage restriction on a specific type of car, use the following table. To use the table:

1. Determine if train contains any car listed in column titled "Type of Car"
2. Follow horizontally across and determine if any criteria listed is met.
3. When car meets the criteria, the maximum actual trailing tonnage permitted with or without helper behind this car is listed at the top of the criteria column.

Type of car	Trailing Tonnage			
	1,000 Tons	2,500 Tons	3,000 Tons	4,100 Tons
Two-Axle Front Runner Car	Weighs less than 25 tons	Weighs 25 tons or more		
Solid Drawbar Connected Two-Axle Car	Under all conditions			
Articulated Double Stack Car			One or more empty platforms	
Multi-platform Articulated Car			Has one or more empty platforms	
Car 73' or longer/ less than 50 tons			If coupled to a car less than 73' in length	If coupled to another car 73' or longer

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B. 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'.

In determining train makeup restrictions A. and B. above, be governed by the following when dealing with these non-conventional cars:

ARTICULATED INTERMODAL DOUBLE STACK CAR OR SPINE CAR

Car having all platforms loaded is considered the equivalent of 2 1/2 cars each weighing 50 tons and each less than 73'.

TWO-UNIT SOLID DRAWBAR-CONNECTED INTERMODAL LONG CARS

- 1. If the total weight of the car is 120 tons or more, it is to be considered the equivalent of two cars, each weighing 50 tons and each over 73'.
- 2. If the total weight of the car is less than 120 tons, it is to be considered the equivalent of two cars, each weighing less than 50 tons and each over 73'.

THREE-UNIT SOLID DRAWBAR-CONNECTED DOUBLE STACK CARS

- 1. If the total weight of the car is 200 tons or more, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73'.
- 2. If the total weight of the car is less than 200 tons, it is to be considered the equivalent of three cars each weighing less than 50 tons and each less than 73'.

C. The following applies when operating from: Glenwood to Shoshone;

- 1. Locomotive of a loaded unit train must not exceed 36 axles of power.
- 2. Locomotive of other than a loaded unit train must not exceed 24 axles of power.

When the maximum working number of axles is exceeded, isolate the excess trailing locomotive units.

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.

SI-14 MISC. INSTRUCTIONS

Doublestack cars or other cars exceeding 19' A.T.R. must not be handled between Dotsero and Bond.

Operation Grand Junction: Dual-controlled switch point derail located on middle track, 10th Street Grand Junction. Westward trains or locomotives must occupy release section approaching absolute signal one minute before train dispatcher can position signal and dual controlled switch.

Westward trains must obtain permission from train dispatcher before leaving Receiving Yard Track to enter west lead in vicinity of the hump.

Eastward trains entering alternate Inbound track East Yard, will be governed by instruction from Yardmaster.