

MOFFAT TUNNEL SUBDIVISION (719)

Mile Post	Rule 6.3	CP #'s	Radio Display:		Sta. #'s	Siding Feet
			WEST	EAST		
			▼	▲		
			STATIONS			
			Denver Union Depot to Prospect - 6666 Prospect to East Portal -2323 East Portal to Winter Park -1997 Winter Park to CP I666 -5454 CP 1666 to Phippsburg -9292			
0.0	YL		DENVER UNION DEPOT (1.0)	Y		
1.0	CTC 2MT		PROSPECT (0.5)		KP640	
1.5			FOX JCT. (1.5)	X	KP641	
3.0	CTC		NORTH YARD (0.2)	BT	KP643	Yard
3.2			UTAH JCT. (1.6)	X(M)	KP644	
4.8			C&S JCT. (2.2)	!	KP645	
7.0		75	ARVADA (5.4)		KP646	
12.4			LEYDEN (5.6)	!	KP651	7020
18.0			ROCKY (3.2)	!	KP657	7330
21.2			CLAY (3.3)	!	KP660	5780
24.5			PLAIN (6.7)	!	KP664	6530
31.2			CRESCENT (6.3)	!	KP670	5550
37.0			CLIFF (4.6)	!	KP676	6900
42.1			ROLLINS (5.0)	!	KP681	8320
47.1			TOLLAND (3.0)	!	KP686	5660
50.1			EAST PORTAL (6.8)	TI	KP689	5750
56.9			WINTER PARK (5.3)	!	KP696	7110
62.2			FRASER (3.8)	!	KP701	4830
66.0			TABERNASH (9.8)	TI	KP705	9830
75.8			GRANBY (10.4)	!	KP715	9360
86.2			SULPHUR (6.8)	!	KP725	7830
93.0			FLAT (5.0)	!	KP732	7050
98.0			TROUBLESOME (5.5)	!	KP737	5570
103.5			KREMMLING (2.5)	!	KP743	5990
106.0			GORE (5.3)	!	KP745	6730
111.3			AZURE (5.1)	!	KP750	4920
116.4			RADIUM (6.6)	!	KP755	8540

123.0			YARMONY (5.8)	!	KP762	4560
128.8			BOND (9.9)	!TX	KP768	E7500 11750
138.7			CRATER (4.0)	!	MJ410	5160
142.7			VOLCANO (9.3)	!	MJ414	7470
152.0			TOPONAS (13.0)	!	MJ423	5690
165.0			E. PHIPPSBURG (3.0)			
166.6		1666	CP 1666 (1.4)			
168.0	YL		PHIPPSBURG	BTY	MJ439	Yard

(168.0)

SI-01 MAIN TRACK AUTHORITY

CTC Between MP 1.0 and MP 166.6.

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 Mile Posts			
0.0 and 128.8		PSGR	FRT
(Except as Below)		79	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 4.0	.....	45	45
4.0 and 7.0	.....	65	45
7.0 and 12.0	.....	45	45
12.0 and 17.2 - E	.....	50	30
12.0 and 17.2 - W	.....	60	50
17.2 and 18.2	.....	35	30
18.2 and 23.1	.....	25	25
23.1 and 28.0	.....	28	25
28.0 and 29.3	.....	25	25
29.3 and 31.3	.....	28	25
31.3 and 31.8	.....	25	25
31.8 and 36.0	.....	28	25
36.0 and 37.0	.....	25	25
37.0 and 40.3 - E	.....	43	30
37.0 and 40.3 - W	.....	43	40
40.3 and 41.2	.....	25	25
41.2 and 41.8	.....	33	30
41.8 and 45.4 - E	.....	40	30
41.8 and 45.4 - W	.....	40	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 49.7	.....	33	25
49.7 and 56.3	.....	40	40
56.3 and 56.8	.....	35	35
56.8 and 58.7	.....	40	35
58.7 and 62.2	.....	30	25
62.2 and 65.3	.....	65	55
65.3 and 65.6	.....	35	35
65.6 and 67.0	55	55
67.0 and 68.7	30	30
68.7 and 69.3	25	25
69.3 and 73.0	30	30
73.0 and 74.0	35	35

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Between Mile Posts 0.0 and 128.8	PSGR	FRT
(Except as Below).....	79	60
74.0 and 79.4	75	60
79.4 and 82.3	40	40
82.3 and 83.7	65	50
83.7 and 84.0	50	50
84.0 and 86.2	60	50
86.2 and 86.6	30	30
86.6 and 88.8	20	20
88.8 and 92.0	55	55
92.0 and 97.0	65	60
100.1 and 101.0	70	60
101.0 and 101.2	50	50
103.0 and 103.8	55	55
103.8 and 105.8	65	60
105.8 and 106.3	35	35
106.3 and 108.5	30	25
108.5 and 116.6	25	25
116.6 and 117.2	30	30
117.2 and 118.6	35	35
118.6 and 120.6	40	35
120.6 and 122.8	30	30
122.8 and 125.0	35	30
125.0 and 128.8	25	25
Between Mile Posts 128.8 and 168.0		
(Except as Below).....	40	
128.8 and 150.0		20
150.0 and 152.0		30
167.2 and 168.0		10

SI-03 OTHER SPEED RESTRICTIONS	
Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Rocky siding MP 18.2 to and including West switch.....	25
Sidings Plain, Crescent, East Portal and Azure.....	25
East switch Cliff siding.....	25
East switch Radium.....	25
Siding Clay.....	12
East Siding Bond: Between East switch and MP 128.2.....	25
Between MP 128.2+ and MP 128.8+.....	20
Sidings Tabernash, Crater and Volcano..	20
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions	
Phippsburg Long Lead.....	30
Between Utah Jct. and C&S Jct. on the North Yard running track.....	30

SI-04 MAIN TRACK DESIGNATIONS
Two main tracks between MP 1.0 and MP 1.5.

SI-05 MILE POST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS		
% 3.3	& 58.8	% 122.3
& 6.0	% 59.4	# 125.0
% 7.5	% 60.4	% 125.3
% 9.8	% 61.0	% 125.7
% 14.6	# 63.7	% 126.0
% 16.2	% 64.0	% 129.6
% 19.3	% 68.1	% 130.2
% 20.1	% 69.1	% 131.1
% 22.3	% 69.6	% 131.9
(#) 22.6	% 71.2	% 132.4
% 22.9	% 71.3	% 133.5
% 23.5	% 78.2	% 135.3
% 25.0	# 79.9	% 140.6
% 25.3	% 80.2	(#) 141.9
% 25.6	% 82.3	% 145.1
% 25.8	% 86.2	% 146.5
% 26.3	% 86.5	% 147.6
% 27.1	% 87.1	% 148.6
% 28.0	% 87.5	% 149.0
% 28.6	% 88.0	% 149.9
% 29.4	% 88.2	% 155.5
% 29.9	% 89.0	% 158.3
% 33.0	% 90.2	(#) 158.9
% 33.8	% 95.8	% 161.0
% 34.1	# 98.9	% 163.5
% 34.9	% 100.5	% 166.6
% 35.3	% 103.9	
% 36.2	% 108.0	
# 39.2	% 108.8	
% 39.8	% 109.6	
% 41.0	% 110.1	
% 44.3	% 112.6	
& 48.0	(#) 113.2	
% 48.8	% 114.3	
% 52.2	% 115.4	
% 53.9	% 119.0	
% 55.6	% 120.5	
% 58.3	% 121.2	

Following is a list of High/Wide detectors and the structures they protect:
MP 6.0 - Tunnel #1 MP 23.0
MP 48.0 - Moffat Tunnel
MP 58.8 - Moffat Tunnel

SI-08 RULES ITEMS

Rule 5.5 Reduce speed signs are placed one mile instead of two miles in advance of the following speed restriction limits:
Westward - MP 3.4, MP 58.7, MP 67.0 MP 83.7, MP 103.0
Eastward - MP 101.2, MP 82.3, MP 65.6, MP 56.8, MP 1.6, MP 1.1

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 9.2.5 is amended to extent that a speed of 40 MPH instead of 30 MPH will apply as follows:
Eastward absolute signals at the east end of Winter Park.
Westward absolute signals at the west end of East Portal.

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 31.7.1 Retainers must be used within the following locations when tons per axle of operative dynamic brake exceeds maximum indicated

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limit.
 Winter Park to Fraser - Maximum Limit - 550
 East Portal to Leyden - Maximum Limit - 550
 Crater to Bond - Maximum Limit - 550
 Only the lead engine consist may be used in determining tons per axle of operative dynamic brake.

Exception: When tons per axle of operative dynamic brake exceeds maximum limit thus requiring retainers, operative axles of helper may be added to lead engine for computing tons per axle of operative dynamic brake. If revised tons per axle of operative dynamic brake does not exceed maximum limit, the setting of retainers is not required.

Rule 31.8.1 When an entrained helper is operating in power on descending grade between Toponas and Bond and between East Portal and Lyden, helper must not exceed #3 throttle position.

S.S.I. Item 4-A 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.

Within the Denver Terminal; the following will govern:

Do not switch more than eight coupled locomotives within locomotive service facility. Movements between locomotive service facility and train yards within the Denver Terminal must not exceed 25 locomotives.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Stock Yard Spur	2.2	KP642
Chem	15.5	KP654
Yampa	161.8	MJ433

SI-11 INDUSTRIAL LEADS

Belt Line Industrial Lead: 4 miles, MP 0.0 to MP 4.0 Speed 20 MPH between MP 0.0 and MP 4.0. All other tracks 10 MPH. CTC in effect between MP 0.0 (Utah Jct.) and MP 4. Use radio display 2323. Deraill is located at MP 4 at end of CTC. % detector at MP 1.0. Maximum gross weight - 143 tons.

Rocky Flats Industrial Lead: Switch off main track at MP 18.0. Use radio display 2323. Highway traffic signals interconnected with train movement in service at railroad grade crossings at Highway No. 93 and Highway No. 72 to protect train movement over each crossing. Signals for train movement are mounted at each crossing on highway traffic signal mast to the right of track in direction of train movement. Trains approaching these crossings will receive a red aspect. When train has occupied approach track circuit for approximately six seconds, train will receive a green aspect to proceed across intersection. If signal is dark or if unable to obtain green aspect for movement over highway at each location member of crew must be on the ground ahead of movement to see that the crossing is clear and movement over crossing must be made only on his signal. Occurrence must be reported to the train dispatcher. Approach circuit approximately 225 feet long on each side of highway. Movement over highway should be continuous and crossings will not be blocked by standing equipment if it can be avoided. Gate across track at Rocky Plant 1200 feet west of switch is handled by EG&G Security Guards. Between the hours of 7 AM and 8 AM and during night hours, arrange to stop and flag all train movements over EG&G private road crossing GWA Spur. During night hours leave

burning fusee on grade crossing while train is moving over this road crossing.
 USAX cars or any similar type cars equipped with two hand brakes, being set out at EG&G Rocky Flats, must have both hand brakes applied.
 Six axle locomotives must not be operated on Industrial Lead. Maximum gross weight - 143 tons.

Business Tracks	MP	Sta.#'s
GWA Spur	18.0	KP658
AEC Spur	18.0	KP659

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 143 Tons.

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

When tons per operative brake exceeds 80 tons and when tons per axle of operative dynamic brake exceeds 250 tons, freight train must not exceed speed indicated at the following locations:

- MP 50.1 - MP 13.0 (Eastward) 20 MPH
- MP 13.0 - MP 7.0 (Eastward) 30 MPH
- MP 128.8 - MP 116 (Both directions) 25 MPH

SI-13 TRAIN MAKE-UP RESTRICTIONS

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

- a. Determine if train contains any car listed in column titled "Type of Car"
- b. Follow horizontally across and determine if any criteria listed is met.
- c. 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	All conditions.			
Articulated Double Stack Car			One or more empty platforms	
Multi-platform Articulated Car			One or more empty platforms	
Car 73' or longer weighing less than 50 Tons			Coupled to a car less than 73' in length	Coupled to another car 73' or longer in length

2. 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:

- a. All be 73' or longer; or
- b. All be less than 73'.

In determining train makeup restrictions 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 to be 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:

- a. 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 each over 73'.
- b. 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:

- a. 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'.
- b. 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'.

3. The following applies when operating from:
 Leyden to East Portal;
 Radium to Winter Park;
 Bond to Crater

- a. Locomotive of a loaded unit train must not exceed 36 axles of power.
- b. 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.

4. The following cars must not be operated on the Moffat Tunnel Subdivision:
 BNSF 306000-306153
 GVSR 89000-89058
 TTQX cars identified by TCS car kind M3X.

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COUPLER LIMITS: The trailing tonnage behind a car must not exceed the coupler limit as specified as follows when ascending a grade. 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.

Leyden to East Portal -
 Standard Car Coupler: 5210
 High Strength Car Coupler: 8045
 Tabernash to Winter Park -
 Standard Car Coupler: 5450
 High Strength Car Coupler: 8415
 Bond to Crater -
 Standard Car Coupler: 5450
 High Strength Car Coupler: 8415
 Phippsburg to Toponas -
 Standard Car Coupler: 6120
 High Strength Car Coupler: 9460

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 E60 HTE, SBE60CE, E60DE.

Leyden to East Portal:

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	817		SD38-2	1006
B30-7, B36-7	872		SD39	1055
B39-8, B40-8	1523		SD40, SD40-2, SD40T-2	1267
C30-7	1558		SD45	1260
C36-7	1883		SD45-2, SD45T-2	1325
C39-8	1998		SD50, SD50M	1828
C40-8	2025		SD60, SD60M	1959
C41-8	2088		SD70M	2080
C44-9	2318		SD70MAC	1860
C44AC, C60/44	2424		SD90/43	2352
C60AC	3015		SD90AC	2979
GP15, GP15-1	715			
GP30, GP35	838		Model	All AC Consist
GP38, GP 38-2, GP39-2	862		C44AC, C60/44	2986
GP40, GP40-2, GP40P-2	895		C60AC	3022
GP40X	885		SD70MAC	2500
GP50	1296		SD90/43	2950
GP60	1523		SD90AC	2986

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Bond to Crater and
Tabernash to Winter Park:

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	860		SD38-2	1061
B30-7, B36-7	918		SD39	1113
B39-8, B40-8	1599		SD40, SD40-2, SD40T-2	1334
C30-7	1639		SD45	1327
C36-7	1978		SD45-2, SD45T-2	1395
C39-8	2099		SD50, SD50M	1921
C40-8	2126		SD60, SD60M	2058
C41-8	2193		SD70M	2185
C44-9	2434		SD70MAC	1954
C44AC, C60/44	2545		SD90/43	2469
C60AC	3163		SD90AC	3125
GP15, GP15-1	753			
GP30, GP35	883		Model	All AC Consist
GP38, GP 38-2, GP39-2	908		C44AC, C60/44	3133
GP40, GP40-2, GP40P-2	942		C60AC	3170
GP40X	932		SD70MAC	2624
GP50	1361		SD90/43	3095
GP60	1599		SD90AC	3133

Phippsburg to Toponas:

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	982		SD38-2	1215
B30-7, B36-7	1049		SD39	1277
B39-8, B40-8	1814		SD40, SD40-2, SD40T-2	1523
C30-7	1866		SD45	1515
C36-7	2247		SD45-2, SD45T-2	1593
C39-8	2383		SD50, SD50M	2183
C40-8	2414		SD60, SD60M	2337
C41-8	2490		SD70M	2481
C44-9	2761		SD70MAC	2221
C44AC, C60/44	2886		SD90/43	2800
C60AC	3580		SD90AC	3538
GP15, GP15-1	863			
GP30, GP35	1008		Model	All AC Consist
GP38, GP 38-2, GP39-2	1037		C44AC, C60/44	3547
GP40, GP40-2, GP40P-2	1076		C60AC	3590
GP40X	1064		SD70MAC	2975
GP50	1546		SD90/43	3504
GP60	1814		SD90AC	3547

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SI-14 MISC. INSTRUCTIONS

Six-axle locomotives must not be operated on Chem Spur.

Doublestack cars or other cars exceeding 19 feet ATR must not be handled between C&S Jct. and Phippsburg.

Repeater Signals: Repeater signals designated by the letter "R" are located at Winter Park MP 56.5 and Radium MP 116.1 Repeater signal indicates the aspect of the next absolute signal located beyond the repeater signal. When repeater signal is dark or displays a flashing red aspect it is an indication that the next absolute signal will be displaying a Stop indication. Repeater signal aspects are for information only.

Operation North Yard: Sign at MP 2 on Inbound-Outbound Lead, North Yard bears word "APEX". This sign located at point where maximum grade leaving North Yard begins. In switching movements at south end of North Yard switch engine handling cuts consisting of sufficient cars to make it necessary to pass this sign must have sufficient air brakes coupled and operative on head end of cut to assure necessary braking power to stop locomotive and cars being handled.

Denver Union Depot: Unless switches are actually in use, route must be left lined from Track One to the BNSF Buck Main. DUT property will be indicated by signs at the entrance to DUT, in addition to yard limit signs at the same locations. Yard limit rule applies on all tracks within DUT limits. Maximum speed on DUT tracks and BNSF Buck Main is 10 MPH.

Siding Clay: Loaded coal trains must not occupy Clay siding.

Operation 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 except 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.

Absolute signal governing movements over West switch East Portal, in addition to their signal Function, will not indicate Proceed unless ventilation gate is raised.

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

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 into 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 first be obtained from the dispatcher before each and every move which requires that movement be made under ventilating gate to insure that 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, No. 1 through No. 21. If necessary to communicate with the dispatcher using these telephones, pick up receiver and dial 911 to initiate an emergency call to the dispatcher, or dial *82 to initiate a non-emergency call to the dispatcher.

Emergency Scott Scram units are stored in a yellow plastic barrel at Refuges No. 1 through No. 21.

Exceptions:

Refuge No. 2 - Located on top of the signal case.
Refuge No. 20 - Located in bungalow.
Refuge No. 21 - Located in locked cabinet on east wall. Cabinet is locked with a UP switch lock.

Winter Park Tool House;
East Portal in entry room adjacent to tunnel.

Yellow barrels have a threaded lid which opens by unscrewing counterclockwise.

To activate the Scott Scram unit, place the hood over your head and pull the activation pin. This will provide approximately 15 minutes of oxygen.

If Scott Scram unit or other breathing equipment including the MSA type W-65 self rescue unit is used, return it to the MTO's office for service or replacement along with a written summary of circumstances that caused breathing equipment to be necessary.

Do not smoke or be around open flames immediately after using a Scott Scram unit.

Prior to operating through the Moffat Tunnel employee must receive training on the proper use of the Scott Scram and MSA type W-65 Self-Rescuer units. Every train and engine crew member is required to have a W-65 Self-Rescuer unit in their possession while working between Plain and Winter Park. W-65 Self-Rescuer unit can be obtained from the MTO at Denver North Yard and Phippsburg. Each employee must check their W-65 Self-Rescuer unit to make sure the seal is not broken.

If an emergency condition exists and use of W-65 Self-Rescuer unit is required, train dispatcher must be notified at the first opportunity. Each person using the W-65 Self-Rescuer unit must turn in the used unit at first tie-up point and receive a new respirator.

Any new or transferred employee must contact and advise MTO or MOP that they need training on Scott Scram and W-65 Self-Rescuer units prior to being called for any assignment which will operate through the Moffat Tunnel.

Operation Bond - Craig: Whenever eastward signal 1296 indicates other than clear eastward trains must remain in clear of road crossing and contact train dispatcher for instructions.

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

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Grade Securement Restrictions: Do not tie up and leave a train unattended between Leyden and Granby and between Phippsburg and Crater 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.

System Special Instructions: Item 2-E: Maximum Speeds: Fuel conservation does not apply.