

[TOC Home](#)

S O U T H W A R D ↓	Length of Siding (Feet)	Stahn Nos. UPRR	Station Nos. BNSF	Mile Post	Siding Switch	Pikes Peak Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ N O R T H W A R D ↑
Adjoining Sub: Brush Subdivision Boundary: Pikes Peak, MP 0.0 / Brush, MP 541.7												
	8,216 MT2			0.0		20TH STREET	JX				1.6	
				1.6		WALNUT STREET Adj. RR: UP, MP 1.5	JX		CTC 2 MT		0.8	
	7,131 MT2			2.4		8TH AVE.					2.1	
		WD 635	41134	4.5		SOUTH DENVER Adj. RR: UP, MP 4.5	J X(2)				3.5	
		WD 631	57880	8.0		ENGLEWOOD	X(2)		CTC 3 MT		4.3	
		WD 629	57860	12.3		LITTLETON	X(2)				6.7	
			57800	19.0		BIG LIFT	BX				5.0	
	4,219 MT2	WD 614	57790	24.0	23.6 24.5	SEDALIA	X		CTC MT1		0.6	
				24.6		CP 246					3.4	
	7,653 MT1	WD 611	57785	28.0	27.2 28.7	ORSA (MT1)					4.5	
		WD 606	57780	32.5		CASTLE ROCK			TWC ABS MT2		16.5	
		WD 590	57760	49.0		SPRUCE (MT1)					2.9	
		WD 587	57755	51.9		PALMER LAKE					5.1	
	6,807	WD 582	57750	57.0	56.5 57.9	MONUMENT					8.0	
	7,057	WD 575	57740	65.0	64.6 66.1	ACADEMY					7.4	
				72.4		N. COLORADO SPRINGS					2.1	
	20,174	WD 565	41064	74.0	72.3 76.3	COLORADO SPRINGS			CTC	477	0.4	
				74.4		BIJOU	X(2)				1.1	
				75.5		CIMARRON					0.8	
				76.3		S. COLORADO SPRINGS					2.7	
	5,459	WD 561	57660	79.0	78.2 79.3	KELKER					5.4	
		WD 556	57654	84.4		CREWS					3.6	
		WD 552	57650	88.0		FOUNTAIN					6.3	
				94.3		NORTH NIXON (MT2) Adj. RR: UP, MP 94.0	J		CTC 2 MT		0.3	
				94.6		SOUTH NIXON (MT2) Adj. RR: UP, MP 94.4	J				0.7	
		WD 545	57640	95.3		BUTTES	X		CTC MT1		2.8	
		WD 542	57635	98.1		WIGWAM (MT2)			TWC ABS MT2		9.8	
				107.9		N. BRAGDON (MT2);					0.9	
		WD 523		108.8		TAPP (MT2) UPRR Control Point RGCP110					0.2	
	5,957	WD 524	57619	109.0	108.4 109.7	BRAGDON (MT1)	X(2)				0.7	
				109.7		SOUTH BRAGDON (MT1)			CTC 2 MT		6.9	
				116.6		N. PUEBLO (MT1)					1.8	
				118.4		CANON CITY JCT (MT1) Adj. RR: UP, MP 118.4 Adj. RR: RRRR, MP 118.4	J				0.8	
	MX 905	57200		119.2		SOUTH PUEBLO (MT1)	BCT				1.0	

S O U T H W A R D ↓	Length of Siding (Feet)	Stahn Nos. UPRR	Station Nos. BNSF	Mile Post	Pikes Peak Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ N O R T H W A R D ↑
				120.2 MT1 118.2 MT2		PUEBLO JCT UPRR Control Points: RGCP118 - MP 120.2 MT1/ UP MP 118.5 RGCP917 - MP 120.3 MT1/ UP MP 118.5 RGCP117 - MP 118.2 MT2	M	CTC 2 MT	477	119.3*	
Adjoining Subs: Pueblo & Spanish Peaks Subdivision Boundary: Pikes Peak, MP 120.3 / Pueblo MP 617.5 / Spanish Peaks, MP 120.3											

*119.3 miles is measured on MT1.

Mountain Continental Time in effect on Pikes Peak Subdivision

Radio Call-In	
Radio Channel 039 in service Denver Yard - 31(X)	
Denver Yd - 31(X)	Rennick Yardmaster - 256
Radio Channel 066 in service 20th St to Englewood	
Denver - 31(X)	South Denver - 32(X)
Rennick Yardmaster - 256	
Radio Channel 036 in service Englewood to Pueblo Jct	
Big Lift - 29(X)	Castle Rock - 31(X)
Colorado Springs - 32(X)	
Pueblo - 34(X) / Rennick Yardmaster - 256	
Radio Channel TX90 / RX45 in service Big Lift for switching	
Radio Channel TX 012/RX 055 in service Pueblo for switching	
Rennick Yardmaster - 256	
Radio Channel 030 in service Pueblo for switching	
Rennick Yardmaster - 256	
Emergency - Call 911	
<i>(Locations identified in italics do not have 911 functionality)</i>	
Dispatcher X=0, RFE Desk X=1, Mechanical Desk X=2, Customer Support X=3, Detector Desk X=5, PTC Desk X=9	
Denver:	
Radio Channel 031 in service Mechanical and MW Employees in Denver Yard, including the Locomotive Facility.	
Radio Channel 039 in service for industry jobs/inbound/outbound crews when working with utility men and when train is on other than Main Track, Coal 1 or Coal 2; yardmasters 31st Street, 38th Street and Rennick; inside/outside hostlers when communicating with yardmasters.	
Radio Channel 066 in service at Prospect Jct, Main Track, Coal 1 and Coal 2 and between 20th Street and Englewood.	
Radio Channel TX 017/RX 076 in service Switch Yard Rennick, all industry jobs in the Denver Terminal Complex, and when industry jobs leave the Main Track to perform industrial switching.	
Radio Channel 078 in service as yard information channel including all BNSF crew haulers and contract drivers.	
Radio Channel TX 046/RX 079 in service Switch Yard (31st and 38th Streets) unless instructed by yardmaster.	
Radio Channel 036 will be the primary channel between Englewood and Pueblo Jct. The UPRR dispatcher will request that employees working on UPRR-dispatched trackage change to channel 054 between Englewood and Bragdon or channel 092 between Bragdon and Pueblo Jct to receive information.	
Employees working on UPRR dispatched trackage must change to appropriate channel when necessary to report operational conditions.	
Channel 036 must be monitored on portable radios while communicating with UPRR on other radio channels.	
UP DS 386 call-in *86 (channel 054)	
UP DS 380 call-in *80 (channel 092)	

Dispatcher Information

20th Street to Englewood [REDACTED]
 Englewood to Pueblo Jct [REDACTED]
 UPRR DS 380 (Littleton to Palmer Lake & Bragdon to Pueblo Jct)
 [REDACTED]

[TOC Home](#)

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt	
	Under 100 TOB	100 TOB & Over
MP 0.0 to MP 80.6	45	45
MP 80.6 to MP 84.4	55	45
MP 84.4 to MP 120.3, MT1	55	45
MP 84.4 to MP 118.2, MT2	50	45

UPRR Dispatched Temperature Restrictions

Level 1 Heat Restriction:

Passenger trains, lite engines and freight trains averaging less than 90 tons per car or platform	No additional restrictions *
Freight trains averaging 90 tons ore more per car or platform	50

* See Item 2-F paragraph following the type of equipment table UPRR System Special Instructions to determine the number of platforms on various series of intermodal equipment.

1(B). Speed—Permanent Restrictions

	Frt
MT1 (20th Street to Pueblo Jct)	
MP 0.0 to MP 1.5	20
MP 1.5 to MP 4.6	30
MP 21.7 to MP 24.9	35
MP 24.9 to MP 30.3	40
MP 30.3 to MP 32.9	30
MP 32.5 to MP 36.5, ribbon rail trains handling continuous welded or jointed rail, on curves	25
MP 39.5 to MP 44.3	40
MP 45.3 to MP 48.8	35
MP 48.8 to MP 52.0	30
MP 89.2 to MP 89.5	50
MP 90.4 to MP 92.9	45
MP 118.3 to MP 120.0	20
Single Track (Palmer Lake to Crews)	
MP 52.0 to MP 55.4	30
MP 52.0 to MP 55.4, 100 TOB and over	25
MP 55.4 to MP 60.3	25
MP 60.3 to MP 68.4	30
MP 74.7 to MP 76.6	30
MP 76.0 to MP 76.2, ribbon rail trains handling continuous welded or jointed rail, on curves	25
MP 76.6 to MP 80.6	40
MT2 (Pueblo Jct to 20th Street)	
MP 118.2 to MP 112.8	45
MP 95.1 to MP 94.8	40
MP 89.6 to MP 84.7, MT2, HER over street and highway crossings	35
MP 88.3 to MP 88.1	35
MP 86.3 to MP 85.1	45
MP 50.7 to MP 50.5	40
MP 45.4 to MP 45.2	40
MP 44.7 to MP 43.3	30

	Frt
MP 44.2 to MP 43.4, ribbon rail trains handling continuous welded or jointed rail, on curves	25
MP 32.6 to MP 32.4, MT2, HER over street and highway crossings	40
MP 32.4 to MP 31.7	40
MP 16.5 to MP 16.2	40
MP 4.6 to MP 1.5	30
MP 1.5 to MP 0.0	20

Key Trains

Maximum speed within the following municipal area limits unless otherwise restricted:	Frt
MP 0.0 to MP 22.0	35
MP 65.0 to MP 81.0	35

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
MP 0.0, 20th St, siding turnouts	20	20
MP 4.5, South Denver, turnouts	30	25
MP 8.0, Englewood, turnouts	40	25
MP 12.3, Littleton, turnouts	40	25
MP 51.9, Palmer Lake, MT2, turnout	30	30
MP 57.0, Monument, siding turnouts	25	25
MP 65.0, Academy, siding turnouts	30	30
MP 72.4, North Colorado Springs, siding turnout	30	30
MP 74.4, Bijou, north crossover	30	30
MP 74.4, Bijou, south crossover	20	20
MP 74.4, between Bijou and Cimarron, siding track	20	20
MP 75.5, Cimarron, crossover	30	30
MP 76.3, South Colorado Springs, siding turnout	30	30
MP 79.0, Kelker, siding turnouts	30	30
MP 84.4, Crews, MT1, turnout	40	40
MP 94.3, North Nixon, MT2, turnout	15	15
MP 94.6, South Nixon, MT2, turnout	15	15
MP 108.8, Tapp, crossover	30	30
MP 109.0, Bragdon, north crossover	40	40
MP 109.0, Bragdon, south crossover	30	30

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

20th Street to Pueblo Yard 143 tons, Restriction A
 Kountry Line, 8th Ave to end of track ... 143 tons, Restriction E

Location	Track Name	Track No.
Six-axle locomotives are restricted on the following tracks:		
	Old Main Track	9994
Castillo		
Colorado Springs		

[TOC Home](#)**3. Type of Operation****Main Track**

MP 0.0 to MP 4.5	CTC, 2 MT
MP 4.5 to MP 12.2	CTC, 3 MT
MP 12.2 to MP 52.0	MT1 - CTC MT2 - TWC ABS, DT - NWD
MP 52.0 to MP 84.4	CTC
MP 84.4 to MP 94.4	CTC, 2 MT
MP 94.4 to MP 107.9	CTC - MT1 TWC ABS - MT2, NWD
MP 107.9 to MP 118.2	CTC, 2 MT
MP 118.2 to MP 120.3	CTC—MT1

Interlockings

The operating rules, timetables and special instructions of the railroad dispatching the track govern unless otherwise instructed (GCOR/MWOR 1.14).

Milepost	Type	Notes
120.3 (MT1)	Manual	Controlling RR: UP
118.2 (MT2)	Manual	Controlling RR: UP

4. Subdivision Specific Rules Information**Safety Overlay Systems in Effect:**

- Positive Train Control (PTC)
 - MP 0.0 to MP 12.2 (CP Littleton), All Main Tracks
 - MP 12.2 (CP Littleton) to MP 52.0 (CP Palmer Lake), MT1
 - MP 52.0 (CP Palmer Lake) to MP 91.2, All Main Tracks
 - MP 91.2 to MP 119.2 (CP South Pueblo), MT1
- Hi-Rail Limits Compliance System (HLCS)

Energy Management Systems in Effect

- Trip Optimizer (TO)

GCOR/MWOR 1.14, Employee Jurisdiction—20th Street to Pueblo Jct, BNSF and UP trains and engines will use joint trackage and are governed by BNSF Timetable and System Special Instructions.

GCOR 5.8.2, Sounding Whistle—When operating on Union Pacific tracks, all whistle posts marked with an **X** require sounding the whistle signal regardless of the type of crossing the train is approaching.

GCOR 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Denver, CO	1.38	Walnut Street
Castle Pines, CO	24.57 (MT2)	Highway 67/Manhardt St
	UP 25.80 (MT2)	Private Crossing
	UP 26.58 (MT2)	Private Crossing
	UP 27.20 (MT2)	Private Crossing
	UP 27.75 (MT2)	Private Crossing
	UP 28.02 (MT2)	Private Crossing
	UP 29.33** (MT2)	Atrium Drive
Monument, CO	55.82	2nd Street
Security, CO	82.78	Main Street
	84.02	Fontaine Blvd
Fountain, CO	86.20 (MT1)	Duckwood Road
	86.21 (MT2)	Duckwood Road
	87.12 (MT2)	Comanche Village Drive
	87.14 (MT1)	Comanche Village Drive
	88.23 (MT2)	Ohio Avenue
	89.61 (MT2)	Link Road

** Wayside Horn System (WHS) - WHS includes a wayside horn, activated by the approaching train, which sounds a

warning in conjunction with the automatic crossing devices. When the crossing signals are activated, the WHS will automatically sound a horn at the crossing.

To confirm WHS is functioning, an indicator flashes at the crossing. After indicator is observed to be flashing, whistle signal Rule 5.8.2(7) is no longer required.

The train horn must be sounded if the wayside horn indicator is not visible approaching the crossing or if the wayside horn indicator, or an equivalent system, indicates that the system is not operating as intended.

GCOR 6.2, Initiating Movement—All crews need to obtain both BNSF and UPRR GTBs.

GCOR/MWOR 6.19, Flag Protection—When flagging is required the distance will be 2.0 miles.

GCOR/MWOR 10.3, Track and Time—A sign reading “Track and Time Point One” has been placed at the clearance point of MT2 at South Denver. Track and Time will be issued as follows:
Track and Time between Northbound Controlled Signal South Denver, Switch Yes and Track and Time Point One South Denver.

A sign reading “Track and Time Point One” has been placed at the clearance point of MT2 at Littleton. Track and Time will be issued as follows:

Track and Time between Southbound Controlled Signal Littleton, Switch Yes and Track and Time Point One Littleton.

ABTH Rule 100.13, Running Air Brake Test—Upon departing Denver, southward trains must make a running air brake test before arriving Big Lift to determine holding force of train brakes. If brakes do not operate properly, stop the train, correct the problem and perform another running air brake test.

ABTH 102.1.2 - Trains Operating with Distributed Power between Big Lift and Colorado Springs—The following addition to Air Brake & Train Handling Rule 102.1.2 applies to trains operating with Distributed Power between Big Lift and Colorado Springs to prevent rear of train rollout and train separation during securement test.

After the required number of handbrakes have been applied:

1. Leave independent fully applied.
2. Release automatic brake.
3. Wait until rear brake pipe pressure increases 10 psi.
4. Wait an additional 20 seconds.
5. Reduce independent brake cylinder pressure to 60 psi - wait 15 seconds.
6. Reduce independent brake cylinder pressure to 50 psi - wait 15 seconds.
7. Reduce independent brake cylinder pressure to 40 psi - wait 15 seconds.
8. Reduce independent brake cylinder pressure to 30 psi - wait 15 seconds.
9. Reduce independent brake cylinder pressure to 20 psi - wait 15 seconds.
10. Reduce independent brake cylinder pressure to 10 psi - wait 15 seconds.
11. Fully release independent brake and wait 30 seconds. No movement; train is properly secured.

Helping Stalled DP Trains—Stalled distributed power trains that must add helpers to the head end of the train under the direction of the specific subdivision Operating Officer are to operate as outlined below.

ABTH Rules 102.11, 102.11.3, and 102.11.4 are amended only for this move to read:

[TOC Home](#)

ABTH 102.11, Helper Operations—When adding helpers to the head end of a DP train, the control of all locomotives coupled together must be transferred to the DP road locomotive engineer by plugging in the MU cable, whenever practicable. When more than one locomotive is attached to a train, the engineer of the DP road locomotive must control the train’s air brakes. The engineer in the lead locomotive consist is in charge of train movement. The engineer in charge will communicate with and direct the engineer on the DP road locomotive as follows:

1. Identify speed restrictions and locations where a stop is to be made at least 2 miles in advance.
2. Communicate clearly the name or aspect of signals affecting the train’s movement as soon as the signals become visible or audible.

Note: The helper engineer will be responsible to comply with whistle requirements and may utilize the ABV handle, even though cut out, to initiate an emergency application of the brakes should any emergency situation occur requiring this action. The speed limit for a train in this configuration must not exceed 20 MPH.

ABTH 102.11.3, Adding Manned Helper to Head End of Train

—When a manned helper is coupled on the head end of the train, the helper engineer will transfer control of the air brakes (and the throttle with MU cable) to the road engineer as follows:

1. Before opening angle cocks between the road locomotive and the manned helper, the engineer on the helper locomotive will:
 - a. Communicate with the road engineer to determine the brake pipe reduction currently applied to the train.
 - b. The helper engineer must make a reduction 2 psi more than the current reduction applied to the train.
 - c. After brake pipe exhaust has ceased, cut out the automatic brake valve and place handle in the release position.
 - d. Notify the engineer on the road locomotive of the amount of the brake pipe pressure reduction
 - e. The independent brake valve must be left cut in on the helper locomotive. Place the independent brake valve handle in the release position and actuate to fully release the brakes on the helper locomotive consist.
2. The engineer on the road locomotive will:
 - a. After opening the angle cocks between the helper and the road locomotive, increase brake pipe reduction to at least 20 psi and helper crew will observe that brakes apply on helper consist by visual inspection.
 - b. When train is ready to depart, perform DP train check to check brake pipe continuity as brakes are released as per ABTH Rule 105.4 Also observe by visual inspection that brakes release on helper consist.

ABTH 102.11.4, Removing Manned Helper from Head End of Train—When a manned helper will be detached from the head end of the train do the following:

1. The engineer in control of the road locomotive will:
 - a. Make not less than a 6 psi brake pipe reduction.
 - b. Notify the helper engineer when ready to detach the manned helper after closing the angle cocks between the helper consist and the road locomotive and removing the MU cable.
2. The helper engineer will cut in the Automatic Brake Valve after the angle cocks are closed between the consists.
3. After the helper consist is detached, the Engineer on the road locomotive will increase the brake reduction on the train to not less than 15 psi before the train departs.

ABTH 103.7.4, Balance Braking on Grade—Dynamic Brake Requirements:

BNSF trains operating southward from Palmer lake to North Colorado Springs and northward Palmer Lake to MP 13.2							
Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
4,000 or less	4	4	4	6	6	6	6
4,001 to 5,000	6	6	6	6	6	8	10
5,001 to 6,000	6	8	8	8	8	10	12
6,001 to 7,000	8	8	8	8	10	12	14
7,001 to 8,000	8	8	8	8	10	12	14
8,001 to 9,000	8	8	8	10	12	14	16
9,001 to 10,000	8	8	10	12	14	16	18
10,001 to 12,000	8	10	12	14	16	18	20
12,001 to 14,000	10	12	14	16	18	20	22
14,001 to 16,000	12	14	16	18	20	22	24
16,001 to 18,000	14	16	18	20	22	24	26
18,001 to 20,000	16	18	20	22	24	26	28

Total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the table. When using this table, round calculations up to the next whole number when determining TOB. For examples, 105.1 TOB becomes 106 TOB. For purposes of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in the train’s total trailing tonnage.

Note: Helper locomotives will assist trains not meeting this requirement southward between Palmer Lake and North Colorado Springs, and northward between Palmer Lake and MP 13.2.

5. **Trackside Warning Devices (TWD)**

MP	Device	Recall Code	Notes
Type B. Locations			
1.65	DED		Exception reporting, MT1
5.3	DED		Exception reporting, MT1
10.1	DED		Exception reporting, MT1
14.3	DED		Exception reporting, MT1
15.9	DED		Exception reporting, MT1
17.5	DED		Exception reporting, MT1
19.3	DED		Exception reporting, MT1
21.3		8	MT1
21.9		7	MT2
22.9	DED		Exception reporting, MT1
24.5	DED		Exception reporting, MT1
UP 26.8	DED		Exception reporting, MT2
UP 29.4	DED		Exception reporting, MT2
30.92	DED		Exception reporting, MT1
UP 31.6	DED		Exception reporting, MT2
UP 33.0	DED		Exception reporting, MT2
UP 35.0			MT2
UP 36.8	DED		Exception reporting, MT2
UP 38.8	DED		Exception reporting, MT2
UP 40.6	DED		Exception reporting, MT2
UP 42.4	DED		Exception reporting, MT2
UP 44.6	DED		Exception reporting, MT2
46.35		8	MT1
UP 46.8	DED		Exception reporting, MT2
UP 48.5			MT2
50.5	DED		Exception reporting, MT1
54.1	DED		Exception reporting

TOC Home

60.4		8	
62.3	DED		Exception reporting
68.8	DED		Exception reporting
70.5	DED		Exception reporting
74.57	DED		Exception reporting, Main & Siding
81.1		8	
86.1	DED		Exception reporting, MT2
87.6	DED		Exception reporting, MT2
89.2	DED		Exception reporting, MT2
91.4	DED		Exception reporting, MT2
92.3	DED		Exception reporting, MT1
UP 95.6	DED		Exception reporting, MT2
UP 98.2	DED		Exception reporting, MT2
99.1	DED		Exception reporting, MT1
UP 100.2			MT2
UP 102.4			MT2
103.4		8	MT1
UP 104.8	DED		Exception reporting, MT2
UP 106.6	DED		Exception reporting, MT2
108.2	DED		Exception reporting, MT1
UP 111.8	DED		Exception reporting, MT2
113.6	DED		Exception reporting, MT1
UP 113.6	DED		Exception reporting, MT2
UP 115.5	DED		Exception reporting, MT2
UP 115.6	DED		Exception reporting
UP 117.1	DED		Exception reporting, MT2

Other Devices

32.8	High Water		330, MT2
42.4	High Water		424, MT2
43.4	High Water		446, MT2
77.9	High Water*		779, MT SBCS at South Colorado Springs and NBCS at North Kelker Protects Bridge at MP 77.9
84.7	High Water*		847, MT1 and MT2, SBCS at CREWS and Signal 1862 on MT1 NB and Signal 2862 on MT2 NB. Protects Bridge at MP 84.7
88.5	High Water*		885, MT2, Signal 2877 on MT2 SB and Signal 2892 on MT2 NB. Protects Bridge at MP 88.5
99.1	High Water		991, MT1, signal 1991 on MT1 SB and Signal 11026 on MT1 NB. Protects bridge at MP 99.1

* Each high water bridge has been equipped with a white light which, if actuated, will be flashing or "dark". Trains must stop and inspect the bridges which have been actuated. Trains must operate according to BNSF Signal Aspects and Indications Rule 9.1.25 in the remainder of the HWD area.

When UP hot box detectors transmit "Excessive Alarm," message considered as integrity failure.

Instructions for UP readout (Talker) Hot Box and Dragging Equipment detectors are as follows:

Trackside Warning Devices

Hot box, hot wheel and dragging equipment detector alarms will be transmitted simultaneously on UP and BNSF radio channels per the following:

Post-train talker message

1. The talker message will be transmitted a few seconds after the last axle has passed the detector.
2. For trains with no alarms, the following message will be transmitted:
 - UP detector (Milepost Location), Northbound or Southbound, no alarms.

This message will be repeated once after a 2 second pause, followed by:

- Message complete.
- End of transmission.

3. For trains with one or more alarms, the following message will be transmitted:
 - UP detector (Milepost Location), Northbound or Southbound, (Number) alarms, count from head end of train.
 - First alarm, hot bearing, (east or west) rail, axle (Number)
 - Second alarm, hot bearing, (east or west) rail, axle (Number)
 - Third alarm, hot wheel, near axle (Number)
 - Fourth alarm, hot wheel, near axle (Number)
 - Fifth alarm, dragging equipment, near axle (Number)

If more than 10 alarms are detected, the following message will be transmitted:

- Over 10 alarms inspect the rest of the train.

This message will be repeated once after a two-second pause, followed by:

- Message Complete.
- End of transmission.

If no radio transmission is received after rear of train exits detector location, this fact must be immediately reported to the UP train dispatcher.

Instructions for UP Dragging Equipment Detectors

Dragging equipment detectors equipped with radio transmitted verbal defect indicators talk on defect only. The detector announces only when it detects a defect. If a defect is detected, an alarm tone or message is transmitted. Stop the train at once and inspect for dragging equipment. If no axle count is given, inspect the entire train.

6. FRA Exceeded Track

Location	Track Name	Track No.
Orsa	Storage Track	5502
Castle Rock	House Track and Storage Track	5102, 5105
Colorado Springs	Yard	0903, 0904, 0905, 0909, 0910, 0912, 0913, 0914, 0921, 0922, 0999
Kelker	Yard	0801 - 0804, 0830 - 0835
Drennan	Yard	0812 - 0816, 0818 - 0820
Crews	Spur Track	9902
Fountain	Atlas Metal	9601
Bragdon	Storage Track	7402
South Park Junction	Yard Tracks	Park Lead, Park Yard, 0351, 0333 - 0360, 0390, 0418, 0421 - 0425, 0463 - 0470, 0476, 0478, 0479, 0498

7. Special Conditions

20th Street—The siding at 20th Street is also referred to as Lodo siding. It is equipped with derails required to be used when parking trains.

8th Ave—The siding at 8th Avenue is also referred to as Hogan's Alley.

South Denver Locomotive Daily Inspection—Locomotive Daily Inspections on through trains operating to or from the Pike Peaks Subdivision must be performed as outlined in Air Brake and Train Handling Rule 101.2. The responsibility for this inspection will be the engineer that is operating the train after 1200 on the date the inspection is required.

[TOC Home](#)

The inspection process for the lead consist can be performed at Spot 1, 2, 3, or 4, 13th Avenue or at the 31st Street yard in Coal 1, Coal 2 or the main track. The inspection of the DP remote consists will only be conducted when the head end of the train is moved to Spot 1, 13th Avenue or at the 31st Street yard in Coal 1, Coal 2 or main track. The inspection locations for the DP remote consists at the designated area will allow for access within the RTD corridor and utilization of the van service for transportation to and from the DP remote consists.

As outlined in ABTH Rule 101.2, communication with the Dispatcher, Yardmaster or other proper authority is required to determine inspection location.

The inspection requirements may be completed at Trinidad or Pueblo if time and coordination with dispatcher permits.

20th Street to Littleton Corridor—When staging trains in the Corridor, trains will stop at the Spot locations as directed by the dispatcher.

Northward Spot locations are as follows:

Spot 0 13th Ave	MP 1.9
Spot 1 South Denver	MP 4.7
Spot 2 Evans Ave	MP 6.1
Spot 3 Englewood	MP 8.3
Spot 4 Littleton	MP 10.3

Southward Spot locations are as follows:

Spot B Littleton	MP 10.1
Spot C Englewood.....	MP 7.9
Spot D Evans Ave	MP 5.9
Spot E Kalamath Str.....	MP 3.3
Spot F Walnut Str	MP 1.4

These locations are in advance of the signals.

Palmer Lake—Helper engines entering MT1 and moving less than 1 mile to couple onto and help a southward train must obtain verbal authority from the UPRR dispatcher before occupying MT1. After uncoupling from the rear of a southward train, BNSF helper engines are authorized to occupy MT1 and move Southward between MP 50.5 and MP 52.0.

Monument—NWD trains must receive a Track Warrant to proceed past Palmer Lake before departing North Monument.

Kelker—North end, the 804 switch must be left lined and locked for turnout movement (track 804 to lead). When lined against this movement, MT signals will downgrade to prevent movement from MT to SDG.

Kountry Industrial Spur

- **MP 2.8, 3rd Avenue**—Engineer signal will display a green aspect for rail movement. The engineer signal protecting Third Ave. is bonded 100 feet from the crossing on Kountry Main Line, and 50 feet from the crossing on the Run Around and Belt tracks. A red engineer signal or dark engineer signal at Third Ave. requires movement to be protected by a member of the crew per GCOR 6.32.2 and must be reported to 31st Street yardmaster.
- **MP 3.35, Alameda Avenue**—The engineer signal will display a green aspect for rail movement. A red engineer signal or dark engineer signal at Alameda Avenue requires the movement to be protected by a member of the crew per GCOR 6.32.2 and must be reported to the 31st Street yardmaster.
- **MP 4.35, Mississippi Avenue**—The engineer signal will display a green aspect for rail movement. A red engineer signal or dark engineer signal at Mississippi Avenue requires the movement to be protected by a member of the crew per GCOR 6.32.2 and must be reported to the 31st Street yardmaster.

- **MP 4.8, Florida Avenue**—The engineer signal will display a green aspect for rail movement. The engineer signal protecting Florida Ave. is bonded 550 feet from the crossing on the Kountry Main Line. A red engineer signal or a dark engineer signal at Florida Ave. requires the movement to be protected by a member of the crew per GCOR 6.32.2 and must be reported to the 31st Street yardmaster.
- **MP 6.0, Evans Avenue**—Engineer signal at Evans Avenue will display green aspect for rail movement. Train must stop within 25 feet of the Stop Sign and wait 25 seconds before proceeding over the crossing on a green aspect. A red engineer signal or dark engineer signal at Evans Avenue requires a member of the crew protect the movement as outlined in GCOR 6.32.2. Any failure of the system to operate as outlined above must be reported to the 31st Street Yardmaster.
- **MP 6.98, Dartmouth Avenue**—The engineer signal will display a green aspect for rail movement. A red engineer signal or dark engineer signal at Dartmouth Avenue requires the movement to be protected by a member of the crew per GCOR 6.32.2 and must be reported to the 31st Street yardmaster.

Pueblo—Canon City Jct MP 118.4 Dual Control Switch and Derail to Hump 3: When instructed by the control operator to operate the dual control switch by hand to Hump 3, the dual control derail must also be operated by hand.

All trains entering the yard at Pueblo must contact the yard engine on duty on channel TX 010/RX 055 to job brief on the work to be performed.

Pueblo Jct—When rules require communication with control operator, both UP and BNSF dispatchers must be contacted.

Remote Control Zones

Pueblo

- **RCZ A (Pueblo, Inbound Lead)**—Starts on inbound lead on south side of yard crossing and continues south approximately 1,000 feet up to, but not including, the south crossover switch. RCZ A may not be activated unless RCZ B (Pond Lead) is also activated.
- **RCZ B (Pueblo, Pond Lead)**—Begins at South Crossover Switch on Inbound Lead (this crossover switch will be lined for whichever RCZ is in use - RCZ A or RCZ C) and continues south through Pond Lead Switch to end of Pond Lead. RCZ B is approximately 1,945 feet in length.
- **RCZ C (Pueblo, Outbound Lead, 22 Lead and Markley Lead)**—Begins at three separate locations:
 - On Outbound Lead on south side of yard crossing
 - On Markley Lead on south side of yard crossing
 - On 22 Lead on south side of yard crossing

RCZ C then extends south from these 3 start points and includes the South crossover from the Outbound to the Inbound Track (up to but not including the crossover switch on the Inbound). RCZ C may not be activated unless RCZ B (Pond Lead) is also activated.

RCZ C length varies dependent on starting point - total approximate length from start on Outbound Lead to RCZ B is approximately 1,100 feet.

[TOC Home](#)

- **Activation / Deactivation Procedure**— Remote Control Zones (RCZ) A, B, and C at Pueblo activation status will be monitored by the Denver Rennick Yardmaster (Channel 030 or TX 010/RX 055). After complying with requirements of GCOR 6.5.1 and 6.7, Remote Control Crew will contact Denver Rennick Yardmaster to activate RCZ. When the remote control zone is activated, track(s) within the zone must not be fouled with equipment, occupied, or switches operated until the remote control zone has been deactivated. Prior to entering RCZ limits at Pueblo, all movements will contact either the RCO crew on duty at Pueblo or Denver Rennick Yardmaster to determine activation status of RCZ's.

Operating Jurisdictions

BNSF Brush Dispatcher
MP 0.0 to 8.0

BNSF Denver South Dispatcher
MP 8.0 to MP 12.2
MP 12.2 to MP 52.0—MT1
MP 52.0 to MP 84.4
MP 84.4 to MP 107.9—MT1 & MT2
MP 107.9 to MP 120.3—MT1

UPRR Colorado Springs Dispatcher
MP 12.2 to MP 52.0—MT2
MP 84.4 to MP 107.9—MT1
MP 107.9 to MP 118.2—MT2

UPRR track warrant forms are used on UPRR dispatched track. The BNSF Timetable, Special Instructions, and Operating Rules apply on UPRR dispatched track.

All southward trains departing Denver must contact the UPRR dispatcher when approaching South Denver and provide their location and their departure time from 31st Street.

Main Track Ownership

Track	Segment	Owner
MT1	MP 0.0 to MP 24.87	UPRR
	MP 24.87 to MP 48.97	BNSF
	MP 48.97 to MP 52.0	UPRR
	MP 84.36 to MP 84.49	BNSF
	MP 84.49 to MP 86.54	UPRR
MT2	MP 86.54 to MP 120.3	BNSF
	MP 0.0 to MP 25.2	BNSF
	MP 25.2 to MP 49.78	UPRR
	MP 49.78 to MP 51.85	BNSF
	MP 51.85 to MP 52.0	UPRR
MT3	MP 84.36 to MP 86.15	BNSF
	MP 86.15 to MP 120.26	UPRR
Single Track	MP 4.4 to MP 12.5	BNSF
Single Track	MP 52.0 to MP 78.75	UPRR
	MP 78.75 to MP 84.36	BNSF

UPRR Dispatched Temperature Speed Restriction

Level 1 Heat Restriction:

Passenger trains, lite engines, and freight trains averaging less than 90 tons per car or platform.....No additional restrictions*

Freight trains averaging 90 tons or more per car or platform50 MPH *

* See Item 2-F, paragraph following the type of equipment table UPRR System Special Instructions, to determine the number of platforms on various series of intermodal equipment.

No Clearance Locations

Location	Track Name	Track No.	Obstruction
Denver	Atlas Metals & Iron	2404	Do not ride car beyond gate
	Siegel Oil	3007	Do not ride car beyond gate
	Pacific Supply	3054	Unloading dock
	Jackson Ice Cream	3018	Unloading rack
	ADM	3120	Unloading racks
	BMC	3208	Building side of rail
	Austin Hardwoods	3209	Building side of rail
	Papermill Pass	3210	Building
	Hercules Ind.	3302	Building and next to dock both side of car
	All Recycle	3304	Next to wall on old spot location
	Air Liquide	3305	Unloading racks
	Arapahoe	3308	Coal dumper
	Robinson Brick	3313	Dock
	Publication Printer	3322	Building
Pueblo	DBHL Plastic (Moen)	3324	Building and next to fence both sides of car
	MGM	3327	Building
Kelker	JM Corp	479	Gate at the entrance to the facility & on the west side of the track next to the unloading racks.
	Western Scrap	812	Gate at the entrance to the spotting area
	Oglebay Industrial Sand	814	Gates at the entry to the plant and on the west side
MP 81.2	American Iron and Metals	819	Two sets of gates on the lead on either side of Drennan Ind. Loop (road crossing)
	Main track		Mechanical monitoring device
Colorado Springs	Gazett Telegraph	909	Spotting docks (north side of track)
Castle Rock	Acme Brick	5105	Gate
Big Lift	Savage	6506	West side of track at the building

Test Miles

MP 112 to MP 113 (MT1 and MT2)
MP 113 to MP 114 (MT2)

Milepost Information

- The distance between MP 4.0 and MP 5.0 is 7,101 feet.
- The distance between MP 49.0 and MP 50.0 on MT1 is 1,475 feet.
- The distance between MP 120.0 and MP 121.0 on the Spanish Peaks Sub is 11,670 feet.

Flash Flood Critical Areas

MP 2.2 to MP 12.2 MT1
MP 33.0 to MP 39.0 MT1
MP 78.8 to MP 84.4 MT
MP 84.4 to MP 113.9 MT1

SSI—Switch Control/Monitoring Systems

- Turnouts Equipped with Two Switch Machines Movable Point Frogs/Swing Nose Frogs (MPF), Derail (D):

Location	Milepost	Device	Notes
Palmer Lake	52.0	MPF	MT2 turnout

- ICS—in effect:
- Bijou MP 74.40*

* Denotes all switches within control point are ICS.

[TOC Home](#)

8. Line Segments

Segment No.	Limits	Milepost
Road Line Segments		
477	20th Street to Pueblo Jct	MP 0.0 to MP 120.3
Yard Line Segments		
7357	Pueblo Yard	
483	Kountry Line	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
MT1				
20977	Siegel Oil Spur	1.6	1,000	South
20977	Duwald Steel	2.4	500	South
	Kountry Line	2.4	7 miles	North
	Pacific Supply	5.3	250	North
57880	Ft. Logan Spur	9.1	6,330	South
57819	Blakeland Spur	15.3	3,000	South
57780	Castle Rock	32.2	100	South
57775	Tomah	37.5	1,650	South
57770	Larkspur	42.6	200	South
57760 WD590	Spruce	48.8	3,000	South
57755	Palmer Lake	51.8	500	South
57644 WD547	Nixon	91.2	15,100	North
57630 WD540	Henkel	100.8	1,200	South
	Pinon, CO	106.8		
57619	Bragdon	107.9	5,300	Both
Single Track				
57750	Wood	56.2	1,250	South
57745	Stadium (2)	63.3	3,200	South
WD569	Russina Spur	70.7	4,000	North
	Castillo (off Colorado Springs siding)	74.8		Both
57660	Drennan and Columbine Industrial Center (Joint UP & BNSF)	79.8	1,700	South
MT2				
	North Burnham Lead	1.5	15,840	Both
41134	Iowa Spur	5.5	7,500	North
57870	Santa Fe Park	12.5	2,600	Both
57780	Castle Rock	32.5	350	North
57770	Larkspur	42.9	750	North
57765	Greenland	46.6	200	North
57755	Palmer Lake	52.0	1,500	North
57654 WD556	Crews	84.7	2,700	North
57635 WD542	Wigwam	98.1	4,300	North

10. Grade Chart

