LARAMIE SUBDIVISION (0255)

Radio Display:
Cheyenne to CP W530 MT 1&2 027-027 - *19
CP W530 to Rawlins MT 1&2 024-024 - *18
Cheyenne to W. Speer MT 3&4 027-027 - *19
W. Speer to Rawlins MT 3&4 024-024 - *18

Mile Post	Track Layout	Rule 6.3	CP #'s	WEST EAST Stations/Control Points	Sta. #'s	Siding Capacity
509.5		CTC4MT ACS		CHEYENNE BT (1.1)	WX510	
510.6			W511	CP W511 X		
510.8						
511.0				(8.3)		
518.9		CTC2MT ACS	W519	BORIE X	WX519	
519.1						
519.2				(9.6)		
528.5			W528	GRANITE T!X	WX529	N4424
529.5			W530	(7.7) X		
536.2			W536	Hold Signal (9.3)		
545.5			W545	DALE JCT. X	WX545	
545.6						
545.7				(1.8)		
547.3		CTC3MT ACS	W547	HERMOSA X (1.8)	WX548	
548.6		CTC2MT ACS	W549	CP W549 X (5.3)		
553.9			W554	Hold Signal (11.3)		
Main Tracks 1 and 2						
565.2		CTC3MT ACS	W565	LARAMIE X	WX566	
565.6				(2.4)		
567.6			W567	CP W567 X (2.7)		
570.3			W570	CP W570 X		
570.4		CTC2MT ACS				
570.6				(12.0)		
582.3			W582	BOSLER X (11.8)	WX585	
594.1			W594	LOOKOUT X (6.9)	WX594	
601.0			W601	CP W601 X (7.9)		
609.0			W609	WILCOX X (7.8)	WX609	
616.8			W617	RIDGE X (7.4)	WX617	
624.5			W624	MEDICINE BOW TX (7.8)	WX623	
632.7			W633	COMO X (6.1)		
638.8			W639	RAMSEY !X	WX639	N19125
639.0						
639.1				(4.1)		
642.9			W643	HANNA !X (7.2)	WX643	S19197
643.1						
650.1			W650	DURRANT X (11.9)	WX650	
662.2			W662	WALCOTT X (9.9)	WX662	
672.1			W672	BENTON X (5.9)	WX672	
678.0			W678	NEW RUNNER ! (2.0)		N10682
680.0			W680	CP W680 !X (1.2)	WX680	N11990
680.4						
681.2			W681	CP W681 (1.6)		S19201
682.8			W683	RAWLINS B!	WX683	
173.8						

Mile Post	Track Layout	Rule 6.3	CP #'s	WEST EAST Stations/Control Points	Sta. #'s	Siding Capacity
Main Tracks 3 and 4						
509.5		CTC4MT ACS		CHEYENNE BT (1.1)	WX510	
510.6			W511	CP W511 X		
510.8						
511.0				(5.3)		
515.9		CTC2MT ACS	W516	SWAN MT 4 (1.3)		
517.2			W517	EAST SPEER XT (1.1)	WS517	
518.3			W518	SPEER !T (1.4)	WS518	C6756
C519.7			W520	WEST SPEER ! (6.8)		
10.2						
Main Track 3 - Borie Route						
C525.1		CTC ACS	W525	EMKAY	WS526	6523
C526.5			W526	(8.4)		
C533.5			W533	LYNCH	WS534	6703
C534.9			W535	(8.4)		
C541.9			W542	HARRIMAN !	WS543	7096
C543.4			W544	(6.9)		
C548.8			W548	PERKINS	WS550	6476
C550.2			W550	(6.1)		
C554.9			W545	DALE JCT. B X	WX545	
C555.1						
=545.6		CTC2MT ACS				
30.0						
Main Track 3						
B547.3		CTC3MT ACS	W547	HERMOSA X (1.3)		
B548.6			W549	CP W549 X (7.5)		
B556.1		CTC ACS	W556	RED BUTTES !	WS557	6154
B557.4			W557	(9.3)		
B565.4		CTC3MT ACS	W565	LARAMIE !X	WX566	
B565.7						
=565.3						
565.6				(2.4)		
567.4			W567	CP W567 X (2.9)		
570.3			W570	CP W570 X		
570.4		CTC2MT ACS				
570.6						
(23.7)						

SI-01 MAIN TRACK AUTHORITY

CTC between:
Cheyenne and Rawlins.

CTC in effect:
Borie Cutoff between:
West Speer CP W520 and Borie CP W519;
West Leg Wye CP W098 and Speer CP W518.

ACS between:
Cheyenne and Rawlins.
Exception:
MP 509.3 to MP 510.8.

PTC between*:
MP 509.5 and CP W683
*Note: Applies to UPRR Trains.
See Supt. Bulletin for additional information.

LARAMIE SUBDIVISION (0255)

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH PSGR	FRT
Between Mileposts 509.5 and 565.3 MT 1 & 2 (Except as Below)	**70**	**55**
509.5 and 510.4	35	35
510.4 and 511.8	40	40
514.8 and 515.8	60	55
518.8 and 519.1	60	55
522.1 and 525.6	50	45
528.6 and 532.1	50	40
532.1 and 536.9	60	55
537.9 and 540.5	45	40
540.5 and 544.1	50	45
544.1 and 565.3	45	40
Between Mileposts 565.3 and 682.8 MT 1 & 2 (Except as Below)	**79**	**70**
565.3 and 565.4 MT 1	45	40
587.7 and 588.3	65	55
593.3 and 593.8	75	65
598.5 and 602.5	65	55
637.5 and 637.8	65	55
643.4 and 656.4	65	55
661.0 and 666.6	65	55
680.9 and 682.8	55	50
Between Mileposts 509.5 and C555.1 MT 3 & 4 (Except as Below)	**50**	**50**
509.5 and 511.1 MT 4 WWD	20+	20+
509.5 and 510.5 MT 4 EWD	20+	20+
509.5 and 510.5	35	35
510.5 and 511.8	40	40
C553.5 and C555.1 MT 3	40	40
Between Mileposts B547.3 and 570.4 MT 3 (Except as Below)	**70**	**60**
B547.3 and B549.0	45	40
B549.4 and B553.7	65	55
B559.4 and B561.4	65	55
B565.3 and 570.4	40	40

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts.	
South siding between:	
CP W639 and CP W643	40
North siding between:	
CP W639 and CP W643	25
Rawlins: North and South sidings	40
Exception: Siding Granite	20
Speer, Emkay, Lynch, Harriman, Perkins, Red Buttes, New Runner	25
2. Dual Control Switch Turnouts.	
CP W545, CP W570, CP W582, CP W594, CP W601, CP W609, CP W617, CP W624, CP W633, CP W639, CP W643, CP W650, CP W662, CP W672, CP W680, CP W683	40
CP W511	40
Exceptions: East set crossovers between MT 2 & MT 3 and all crossovers between MT 3 & MT 4 or yard leads	25
CP W517 to the Greeley Sub., CP W519, CP W528, CP W530, CP W547, CP W549, CP W567	25
CP W565	40
Exceptions: West crossover between MT 2 & MT 3	25
MT 3 to East Yard Lead	15
CP W519 - Movements between:	
Borie Cut-off and MT 1	15
Borie Cut-off and MT 2	25
3. Misc. Speed Restrictions.	
Connection track (Borie Cut-off) between MP 99.9 and MP 103.2	30
Connection track (straight route) between MP B565.4 (MT 3) and MP 565.3 (MT 2)	
Passenger	70
Freight	60
Cheyenne Yard - Hansen Trk. 551 (From the 01/552 switch to the east 01/534 switch)	5
4. Key Trains: Crude Oil / High Hazard Flammable (No Exceptions)	

SI-04 MAIN TRACK DESIGNATIONS

Main tracks designated:
MT 1 & 2 between Cheyenne and Rawlins via Buford;
MT 3 & 4 between Cheyenne and West Speer MP C519.7;
MT 3 between West Speer and Dale Jct. MP C555.1 via Emkay;
MT 3 between Hermosa and CP W570 MP 570.7 via Red Buttes.

Connection tracks between:
CP W519 and CP W520 designated the 'Borie Cutoff';
CP W098 and CP W518 designated the 'West Leg Wye'.

SI-05 MILEPOST EQUATIONS

MP 517.24 MT 4 = MP 98.39 Greeley Sub.;
MP 518.27 MT 4 = MP 98.55 (West Leg Wye);
MP C555.10 MT 3 = MP 545.56 MT 2;
MP B565.67 MT 3 = MP 565.31 MT 3;
MP 605.84 = MP 606.00;
MP 617.26 = MP 617.60;
MP 631.38 = MP 631.79;
MP 659.83 = MP 660.00.

Borie cutoff:
MP 99.92 = MP C519.77 (Laramie Sub. MT 3 & MT 4;
MP 103.16 = MP 519.09 (Laramie Sub. MT 2).

LARAMIE SUBDIVISION (0255)

SI-06 RCL OPERATIONS

Remote Control Area: Before entering Cheyenne Yard, trains must contact Cheyenne Yardmaster or the remote control operator. Drill light signal indications provide information on how to proceed.

Remote Control Zones:

Zone 1: (East-end zone) limits are in effect from CPW 508 drill track switch to:
- North Lead to, but not including, the east end road crossing,
- South Lead to, but not including, the east end road crossing,
- Drill Track (Track 104)

Zone 1A (North): Begins on the North Lead (track 106) at the north 10 switch to and including the east end road crossing.
Zone 1A may only be used in conjunction with Zone 1.

Zone 1B (South): Begins on the South Lead (track 108) at the south 22 switch and from the north 3 switch to and including the east end road crossing.
Zone 1B may only be used in conjunction with Zone 1.

*** Zone 1A and Zone 1B:** RCL crews are only relieved from point protection when Zone 1A or 1B is used in conjunction with Zone 1 and crossing gates are closed and locked.

Zone 2: Zone 2: West-end zone begins on the South Lead (west end) at South 11 (021) switch, and from the west North 3 (003) switch extending westward to 105 track to and including the #10 (91) switch at the beginning of the balloon track and extends to the clearance point on the balloon track (816) where zone 2B begins.
RCL crews are only relieved from providing point protection when Zone 2 is used in conjunction with Zone 2B and crossing gates are closed and locked.

Zone 2A: From, but not including, the west switch of the middle hand-throw crossovers on the running track (22); extends to, but not including the #92 power switch on the "Old Way."
RCL crews are only relieved from providing point protection when Zone 2A is used in conjunction with Zone 2 and Zone 2B and crossing gates are closed and locked.

Zone 2B: Begins on the balloon track (816) at the clearance point for the #10 switch around the balloon track to the PSP stop.

Zone 2C: Starting on the north track lead from and including the North 10 (010) switch, westward through the west #94 crossover up to the Zone 2 (track 105) limits.
RCL crews are only relieved from providing point protection when Zone 2C is used in conjunction with Zone 2 and Zone 2B and crossing gates are closed and locked.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

@ 518.7	@ 534.7	@ 590.8
@ C519.9	@ C543.6	@ 609.3
% 521.3	@ 545.3	@ 620.8
% 523.3	@ B557.7	@ 634.1
% 525.1	@ 557.9	@ 650.2
% 526.9	@ 573.4	@ 672.9

Borie Cutoff:
@ 100.1

Note: Defect Detector @ 634.1 will announce defect type: Hot Bearing, Hot Wheel, and/or Dragging Equipment.

SI-08 RULES ITEMS

Rule 5.8.4: SSI Item 9 applies at:
Cheyenne: MP 511.01 (Southwest Dr.)

Rule 13.1.4: ACS Test Loops:
Cheyenne: main tracks 1, 2, 3, 4 westward between MP 509.8 and CP W511; Fuel 1 and Fuel 2.

Granite: east leg of wye.

Laramie: Yard 1, Track 10, west of the Track 14 switch. Crews must activate the system with an on/off switch located on the yard light pole at the Track 14 switch. After completing the test, return switch to 'OFF' position.

Ramsey Industrial Lead: CCS test loop is located at Arch Mine tipple located on Arch siding. Identification signs are placed to assist in identifying the test loop. Crews using this test loop must activate the system with an on/off switch located on the right side of the downstairs door to the tipple. After completing test, return switch to 'OFF' position.

Rawlins: Center Service Loop at fuel rack.

Rule 13.1.4 PTC/ACS Operations:
The Automatic Cab Signal (ACS) system on the lead unit must be cut out upon successful initialization of the Positive Train Control (PTC) system and prior to initiating movement. If the PTC system disengages, is cut out under authority of the train dispatcher, or otherwise fails en-route while leading engine is within PTC/ACS territory, the train must be stopped. After stopping, the ACS system on the lead unit must be cut in prior to any subsequent movement. If the ACS departure test cannot be performed while on energized track, a departure test must be conducted in accordance with Rule 13.1.5 at the train's next forward location where such a test can be performed. If unable to cut in ACS system on the lead unit, the train must comply with Rule 13.3.3.

Application: The "next forward location" is the next terminal or crew change point along route of train where:
1. Non energized track is present - for Engines equipped with the ACS self test feature.
   OR
2. Test loop is present.

Rule 32.1. Grade Securement: When cars are left unattended, with or without locomotive consist attached at the following locations, a sufficient amount but not less than 50% of the total car count, or all cars if five (5) cars or less, must have hand brakes applied:
Granite WX529 - trks. 103 and 121;
Buford WX537 - trk. 104;
Ramsey WX639 - trk. 154.

SI-08 RULES ITEMS Continued....

Helping Stalled DP Trains: Stalled DP trains that must add helper to the head end of the train may do so only under the direction of a district MOP and operate as outlined below. These special conditions may only be applied to DP trains having stalled on ascending grades and may not be utilized on descending grades. In this configuration, MAXIMUM SPEED: 20 MPH.

Rule 32.12.3: When a manned helper is coupled to 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 locomotives, the manned helper 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 greater than the current reduction applied to the train.
   c. After the brake-pipe exhaust has ceased, helper engineer must cut-out the automatic brake valve and place handle in the handle-off position.
   d. Notify 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.
   f. Place the independent brake valve handle in the release position and actuate to fully release the brakes on the helper locomotive consist in preparation for the air-brake check between the road locomotive and the helper power.
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 verify brake-pipe continuity as brakes release on the helper consist.

Rule 32.12.4: 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 angle cocks are closed between the consists.

Rule 32.12.5: Operating Responsibilities with Manned Helper:
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. 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 is in charge of the train movement. The engineer in charge will comunicate 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 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 helper engineer is also responsible for proper use of the independent brake valve on the helper consist.

SI-09 FRA EXCEPTED TRACKS

Laramie: Track 524

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Wycon MT 2	514.5	WX515
Swan MT 4	516.9	WX519
Sinclair MT 1	675.8	WX676

SI-11 INDUSTRIAL LEADS

Ramsey Industrial Lead: (0257)
Extends 4.2 miles from MP 0.0 to MP 4.2 end of track. Eastward Distant signal located MP 1.2.
Designated Radio Channel: 024-024.
Maximum speed all tracks is 5 MPH.
Maximum Gross Weight Restrictions:
143 Tons, Restrictions A and Q.

Movements must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered. Movements are on other than main track or siding.

LARAMIE SUBDIVISION (0255)

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight Restrictions:
158 Tons, Restrictions A and N.

Tonnage/Speed Restrictions - Freight Trains

Eastward Buford CP W536 to Cheyenne CP W511
on MT 1 and MT 2. Maximum allowable speed applies until lead engine reaches CP W511.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed
59 or less	No Dynamic Required	No restrictions
60-79	500 or less	No restrictions
	Over 500	25 MPH
80-99	500 or less	35 MPH
	Over 500	25 MPH
100-132	250 or less	35 MPH
	251 to 350	30 MPH
	351 to 750	25 MPH
	Over 750	20 MPH
	350 or less	30 MPH
	351 to 750	25 MPH
	Over 750	20 MPH

Eastward Dale Jct. CPW 545 to Cheyenne CPW 511
on MT 3 and MT 4. Maximum allowable speed applies until lead engine reaches CP W511.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed
99 or less	500 or less	No restrictions
	Over 500	40 MPH MP C555.1 - C553.5
	Over 500	45 MPH MP C553.5 - C511.8
100 & over	500 or less	40 MPH
	Over 500	30 MPH

Westward West Hermosa
CP W549 to Red Buttes CP W556 on MT 3. Maximum allowable speed applies until lead engine reaches CP W556.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed
59 or less	No Dynamic Required	40 MPH
60-99	250 or less	40 MPH
	250+ to 500	30 MPH
	500+ to 1000	25 MPH
	over 1000	20 MPH
100-132	250 or less	30 MPH
	250+ to 500	25 MPH
	Over 500	20 MPH
Over 132	500 or less	25 MPH
	Over 500	20 MPH

SI-13 TRAIN MAKE-UP RESTRICTIONS
TPOB RESTRICTION
The following applies when operating between Cheyenne and Rawlins:
Trains consisting entirely of doublestack cars may use up to 33 EDBA if train exceeds 100 TPOB.

SSI Item 5-B Maximum Train Length.
Auto Trains between Cheyenne and Chicago:
A train made up entirely of loaded multi-level cars (auto racks) with more than 80 cars/platforms and up to 8,500 feet requires a rear DPU. If train length exceeds 8,500 feet, a cut-in DPU must also be placed in the train according to SSI Item 5-C part 3-B. Train length must not exceed 10,000 feet. Up to five (5) conventional cars weighing 45 tons or more may be placed on the head end of the train.

Auto Trains West of Cheyenne:
Westward trains made up entirely of loaded multi-level cars (auto racks) may operate with more than 80 cars/platforms provided:
1. Train must operate with rear DPU, and
2. Train length behind head end consist to DPU must not exceed 8500 feet.

SI-14 MISC. INSTRUCTIONS

Cheyenne: all arriving trains must contact Yardmaster once arrival track is determined.

Westward Trains on New Way North or New Way South leads must pass the sign reading "Approach Section" before the signal will activate.

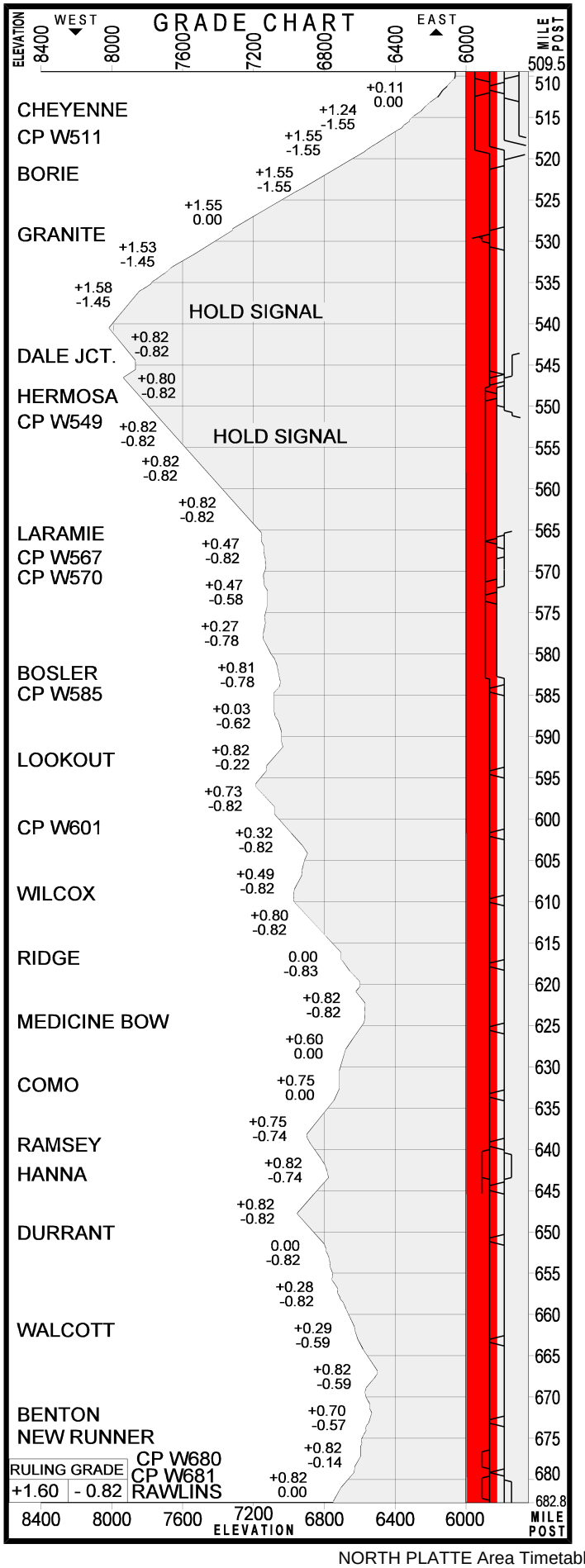
Engine Servicing Facility: Before entering any trackage at the Cheyenne Engine Servicing Facility, permission must be obtained from the Roundhouse Foreman who can be reached on Radio Channel 024-024.

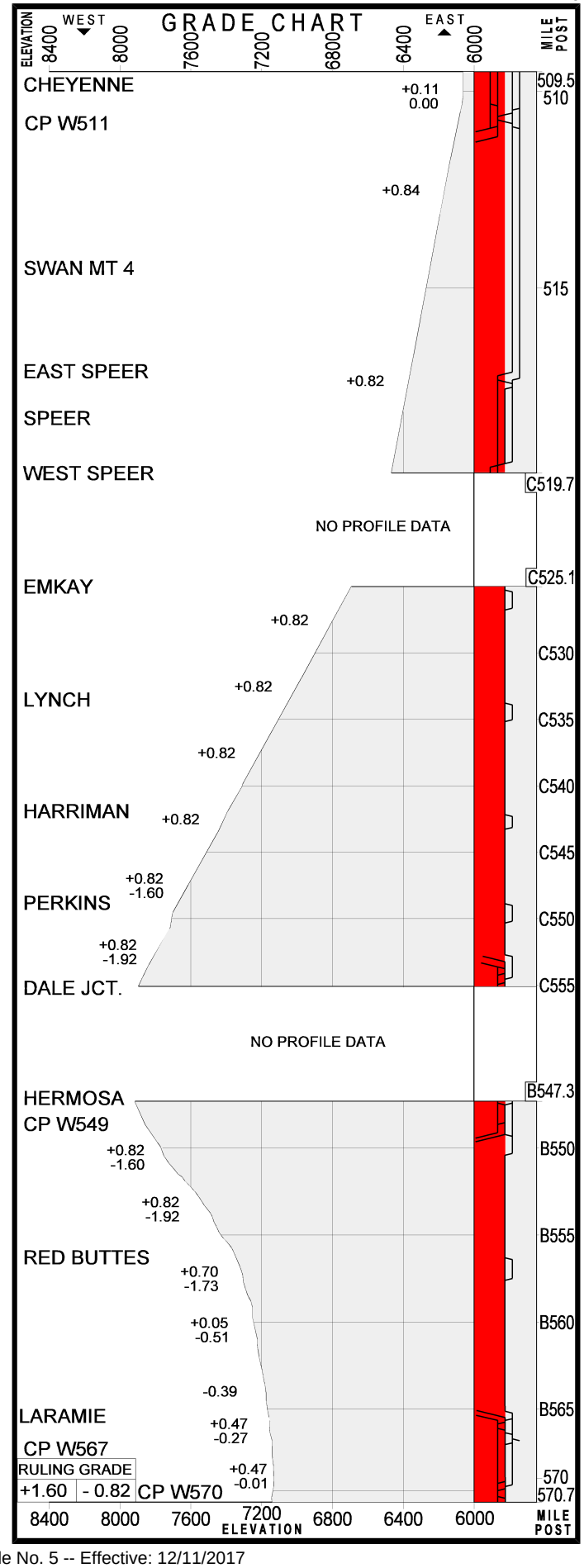
Rawlins Fueling Facilities: Amber lights are located at main track fueling facilities between MT 1 and the North Siding, and between MT 2 and the South Siding. These lights will be on and flashing when mechanical forces are fueling or working on or about the fuel rack. When amber lights are on and flashing, trains must approach this area at restricted speed, ring bell, and be on the lookout for employees working in this area. After departing fuel rack, trains must move a sufficient distance to allow fueling of locomotives on all tracks.

Set Out Tracks

MP	Name	Track	Access Direction	Length
519.2	Borie	MT 2	East	
536.2	Buford	MT 1	East	
539.1	Buford	MT 1	West	
543.1	Dale	MT 2	East	
548.2 548.5	Hermosa Rock	MT 3	Both	
553.8	Colores	MT 1	East	
561.7	Forelle	MT 2	East	
585.6	Bosler	MT 1	West	
590.7	Cooper Lake	MT 2	East	
593.9	Lookout	MT 1	West	
605.1 605.7	Rock River	MT 1	Both	
622.9 623.5	Medicine Bow	MT 2	Both	
642.5	Hannah	S SDG	West	
662.0	Walcott	MT 1	West	

LARAMIE SUBDIVISION (0255)





NOTES:

Sherman Hill & Vicinity