

TENNESSEE PASS SUBDIVISION

Except in preparing train for departure, employee releasing any of these brakes must apply an equal number to replace them.

When yarding eastward train, stop must be made with slack bunched.

When yarding westward train, stop must be made with slack stretched.

Gypsum: When cars are set out, west car must be placed on rail skate.

RULE 9.5.8. Block Signals With "P" Plates:

Eastward	Protection	Westward
1356	Slide fences MP 134.6 to 134.8	1335
"A" East Hobson	Slide fences MP 135.7 to 135.9 &	1355
	High water detector MP 138.2	
1436	High water detector MP 142.6	1413
"A" East Adobe	High water detector MP 146.5	"A" CP 1455
1550	High water detector MP 153.4	"A" West Florence
1638	Slide fences MP 161.7 to 163.8	"A" West Canon City
1660	Slide fences MP 163.8 to 166.1	1637
1676	Slide fences MP 166.1 to 167.7	1659
1688	Slide fences MP 167.7 to 168.7	1675
"A" East Parkdale	Slide fences MP 168.7 to 169.8 &	1687
	High water detector MP 169.8	
1812	High water detector MP 180.2	1785
"A" West		
Texas Creek	High water detector MP 184.3	"A" East Texas Creek
1892	High water detector MP 188.3	1865
"A" East Cotopaxi	Slide fences MP 189.0 to 190.7	1891
"A" West Cotopaxi	High water detector MP 191.8	"A" East Cotopaxi
1954	Slide fences MP 193.5 to 195.5 &	1935
	High water detector MP 195.4	
"A" East Vallie	High water detector MP 196.5	1955
2248	Slide fences MP 222.3 to 224.7	"A" West Brown Canon
2274	Slide fences MP 224.7 to 227.3	2247
"A" East Nathrop	High water detectors MP 230.4 & 231.1	2299
"A" East		
Princeton	Slide fence MP 251.3 to 251.5	2491
2550	Slide fence MP 253.9 to 254.3	"A" West Princeton
2574	Slide fences MP 255.0 to 257.3	2549
2600	Slide fence MP 259.4	2573
2818	Tunnel curtains	"A" West Tennessee Pass
2868	Slide fence MP 286.2 to 286.5	2849
2922	Slide fences MP 289.7 to 292.1	"A" West Pando
"A" East Belden	Slide fences MP 292.1 to 294.2	2921
"A" West Belden	Slide fences MP 294.2 to 296.3	"A" East Belden
2980	Slide fences MP 296.3 to 297.9	"A" West Belden
3038	Slide fences MP 303.0 to 303.9	"A" West Minturn
3218	Slide fences MP 319.2 to 321.9	"A" West Wokcott
"A" East Dotsero	Slide fences MP 339.5 to 341.8	3395

When any of the above signals display a red aspect, be governed by Rule 9.5.8 on pages 19 & 20 in System Special Instructions.

RULE 9.12.2. BNSF Crossing MP 119.6.: Manual interlocking controlled by BNSF Train dispatcher.

RULE 10.1. CTC in effect on main tracks and sidings between Dry Creek MP 120.5 and Dotsero.

RULE 52.1.7. Tennessee Pass: The following instructions apply between Tennessee Pass and Minturn to westward loaded unit trains requiring the use of retainers:

- Retainers must be set between the east and west switch of Tennessee Pass siding;
- Stop at Tennessee Pass to set retainers must be made using a 10 psi brake pipe reduction;
- After a minimum of 20 retainers are set in operating position, the engineer may release the automatic air brake.
- Set all of the remaining retainers in train in operating position;
- Before departing Tennessee Pass, the air brake system, must be recharged for at least 10 minutes and to at least 75 psi as indicated by a gauge at the rear of the train or an operating telemetry system;
- Before the train reaches the descending grade at the west end of Tennessee Pass Tunnel, a minimum of two complete short cycle method of braking must be performed while working power. This action will determine that the brakes on the train are working properly and will remove any possible ice build up on the brake shoes.

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RULE 52.5. Tennessee Pass: Between Tennessee Pass and Minturn westward trains exceeding 6,200 tons must have a minimum of 24 axles of operative dynamic brake. If train does not meet this requirement, obtain permission from a Road Foreman of Engines to proceed.

MISCELLANEOUS

- SD-type locomotives must not be operated on the following tracks:
 - Portland Yard
 - Adobe Spur
 - Canon City power plant
 - Leadville branch

2. OPERATION PUEBLO TERMINAL

General Code of Operating Rules govern train and locomotive movements within yard limits, Pueblo.

Westward UP freight trains will use either UP Inbound-Outbound or SP Inbound-Outbound track Pueblo Jct. to East Roger Yard as routed by SP train dispatcher.

Switch to SP Alamosa Subdivision may be left lined for route of last movement.

Eastward UP freight trains will use UP Inbound-Outbound from East Roger to Pueblo Junction, unless otherwise instructed by Yardmaster.

Eastward UP and SP freight trains and northward SP freight trains must advise Yardmaster when ready to leave Pueblo Yard. Yardmaster must inform SP train dispatcher that train is leaving and designate track that train is occupying approaching Pueblo Junction.

SP train dispatcher will advise Yardmaster of westward SP and UP trains and/or SP inbound trains when train or trains are approaching Pueblo Junction and Yardmaster will advise which track to advance train on into Pueblo yard.

Unless otherwise provided, all train, yard and other locomotive movements between Pueblo Yard and Southern Junction must be authorized by yardmaster Pueblo.

- Operation Pueblo — Tennessee Pass.** Switch leading from Leadville Branch, to west leg of wye at Malta and west wye switch at connection to Track 4 must be kept lined for west leg of wye when not in use.

- Operation Minturn.** Track 1 Minturn must be left clear of cars.

- Repeater Signals.** Repeater signals designated by the letter "R" are located at Belden MP 296.3. 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 Eagle Gypsum.** Unless otherwise provided, inbound cars will be left on Track 2, outbound cars will be picked up off of Track 1. Empty hoppers for bulk Gypsum loading will be set to track 3. Hand brakes must be applied to all loads and empties left at Eagle Gypsum.

At the west end of the yard, the switch off of the lead to the Runaway Track must be left lined and locked for the runaway track and away from the SP main line to provide derail protection. When necessary to re-enter main track after electric switch locks have been closed and after permission from train dispatcher has been granted, electric locks must be opened before runaway track switch is lined for movement.