

ARVADA WESTERN RAILROAD

GOLDEN SUBDIVISION OPERATING TIMETABLE



1. SUBDIVISION OVERVIEW & HISTORY

The Golden Subdivision traces its origins to one of Colorado's earliest mountain rail corridors, the historic Colorado Central Railroad Clear Creek line, originally constructed in the late 19th century to connect Denver with the mining communities of the Clear Creek Canyon. Built in stages, the line pushed westward from the Front Range into rugged terrain, eventually reaching Black Hawk, Central City, Georgetown, and Silver Plume.

By 1898, the line was absorbed into the Colorado & Southern Railway (C&S), moving later under the operational control of the Chicago, Burlington & Quincy Railroad (CB&Q) in 1908, Burlington Northern (BN) in 1981, and BNSF Railway in 1996. In 2004, BNSF completed a regional operational transfer of the line between Denver and Georgetown to Sur Rail, establishing the Arvada Western Railroad (AWRR). A primary classification yard and maintenance facility was built between Ralston Rd and Tennyson St (Tennyson Yard) to support these operations.

State investments and grants funded infrastructure upgrades, including Centralized Traffic Control (CTC) between Idaho Springs and Arvada. This unlocked significant capacity, allowing a massive boom in industrial traffic (such as agricultural brewery runs supporting local beer industries) and robust daily passenger operations connecting the Denver metro area to mountain casino and resort communities.

2. STATION POOL, MILEPOSTS & SPEED LIMITS

Station / Location	Milepost	Track Type	Method of Operation	Max Speed	Notes / Facilities
Denver (Union Station)	0.0	Main / Term	CTC	30 MPH	Interchange with BNSF/UP/DTR
Tennyson Yard (Arvada)	6.5	Yard / Yard Main	Yard Rules / CTC	15 MPH	Primary Classification & Shops
Arvada (Ralston Rd)	7.2	Main / Siding	CTC	35 MPH	Industrial switching area
Wheat Ridge	10.4	Main	CTC	35 MPH	Local industrial spurs
Golden Yard	15.0	Yard / Siding	CTC / Yard Rules	20 MPH	Brewery operations, Origin for Beer Run

Clear Creek Canyon	22.3	Main	CTC	25 MPH	Rugged mountain terrain, narrow curves
Idaho Springs Yard	35.2	Yard / Siding	CTC	25 MPH	Mining/industrial spurs, Pax stop
Black Hawk / Central City	40.1	Branch Terminus	TWC / Restricted	15 MPH	Casino passenger express terminus
Georgetown Yard	50.5	Subdiv Terminus	TWC	15 MPH	Coal traffic origin, G Line Passenger Terminus

3. SPECIAL INSTRUCTIONS & MOVEMENT RULES

- **Method of Operation:** Centralized Traffic Control (CTC) is in effect between MP 0.0 (Denver) and MP 38.0. Track Warrant Control (TWC) or Restricted Speed rules apply on the Black Hawk / Central City branch line beyond the junction. Only one passenger train allowed at a time on the Black Hawk / Central City branch line.
- **Yard Limits:** Yard rules apply within Tennyson Yard (MP 6.0 to MP 7.0) and Golden Yard (MP 14.5 to MP 15.5). All movements must be prepared to stop short of unauthorized track obstructions, misaligned switches, or conflicting traffic at Restricted Speed (Max 15 MPH).
- **Mountain Grade Safety:** Heavy unit coal trains (C-GORCAL, C-GORYDC) descending Clear Creek Canyon must engage dynamic braking. A mandatory rolling brake test must be conducted immediately after departing Georgetown Yard.
- **Passenger Priority:** Commuter rail operations (G Line and Central City Express) hold absolute superiority over local freight manifest switches. Freight operations must clear the mainline or be securely inside controlled sidings at least 7 minutes prior to scheduled passenger slots.
- **Brewery Industry Protection:** High-capacity barley, wheat, and corn syrup cars delivered to Golden must be spotted precisely at designated customer unloading manifolds. Handbrakes must be securely applied on all cuts of cars left on the Golden Yard grade.