

ARVADA WESTERN RAILROAD

MIDLAND SUBDIVISION OPERATING TIMETABLE



1. SUBDIVISION OVERVIEW & HISTORY

The Midland Subdivision represents a critical mountain crossing corridor of the Arvada Western Railroad (AWRR). Tracing its history back to the legendary Colorado Midland Railway—the first standard-gauge line to pierce the Continental Divide—this subdivision represents rugged, high-altitude mountain railroading at its finest. Conquered by early engineering marvels, the route serves as a historical gateway across Colorado's unforgiving peaks.

Following decades of corporate shifts, corporate consolidation, and partial line abandonments, the corridor was revitalized under Sur Rail control and officially integrated as the Midland Subdivision of the AWRR. Today, the line operates heavily as an industrial and natural resource pipeline, transferring massive unit trains and manifest freight between high-country origins and low-elevation transfer yards.

With heavy ruling grades, sharp curvature, and significant winter operational challenges, the Midland Subdivision demands strict compliance with specialty equipment restrictions, heavy dynamic braking protocols, and structured train sequencing. The line features a mix of modern signaling in high-density corridors alongside traditional dispatching environments in remote mountain areas.

2. STATION POOL, MILEPOSTS & SPEED LIMITS

Station / Location	Milepost	Track Type	Method of Operation	Max Speed	Notes / Facilities
Colorado Springs (AWRR Jct)	0.0	Main / Jct	CTC	30 MPH	Interchange with BNSF / Joint Line
Manitou Springs	5.4	Main	CTC	25 MPH	Base of Ute Pass grade, helper pocket
Cascade	11.8	Main / Siding	CTC	20 MPH	Heavy curvature through canyon
Woodland Park	19.6	Main / Siding	CTC	35 MPH	Lumber reload and online industries
Divide (Summit)	26.8	Siding / Wye	CTC / TWC	20 MPH	Highest point on pass, helper turnaround

Florissant	34.2	Main / Spur	TWC	30 MPH	Local rural switching
Lake George	39.1	Main	TWC	25 MPH	Copper Mine
Hartsel (South Park)	65.4	Main / Siding	TWC	40 MPH	Wheat and barely CoOp elevators
Antero Junction	83.7	Main / Yard	CTC / Yard Rules	30 MPH	Junction with Kountry Subdivision / Antero classification yard
Buena Vista (Arkansas Valley)	94.1	Yard / Terminus	Yard Rules	15 MPH	Interchange with The DT

3. SPECIAL INSTRUCTIONS & MOVEMENT RULES

- **Ute Pass Grade Safety:** Heavy tonnage trains descending eastward from Divide to Manitou Springs must utilize maximum dynamic braking. If dynamic brakes fail on more than two units, the train must be brought to an immediate stop using an emergency application.
- **Track Authority Transitions:** Centralized Traffic Control (CTC) ends at MP 28.0 (west of Divide). Westbound movements entering the single-track territory toward Florissant and Hartsel must establish direct track warrant authority (TWC) with the Kountry Dispatcher.
- **Hartsel High-Speed Running:** Maximum speed for manifest freight through the South Park basin (MP 45.0 to MP 80.0) is 40 MPH. Speed must be reduced to 25 MPH when approaching local structural switches or livestock crossings.
- **The DT Buena Vista Yard Operations:** Yard rules apply inside The Denver Terminal Railway's Buena Vista facility (MP 92.0 to MP 94.1). All movements must proceed at Restricted Speed (Max 15 MPH) prepared to stop short of conflicting cuts of cars or misaligned switches.
- **Severe High-Altitude Winter Operations:** During winter conditions across the South Park high plains, blowing snow can instantly foul track switches at Hartsel and Lake George. Hand-operated switches must be manually cleared of ice packs before throwing.