

# Glenwood Springs Sub

Throttle Modulation    Dynamic Braking    Automatic Braking    Dynamic & Automatic Braking

Green River  
Sub

**REFERENCE ONLY**  
For Learning Purposes  
Mistakes **GUARANTEED**

ALL Footages are UNVERIFIED  
and are My Calculations ONLY

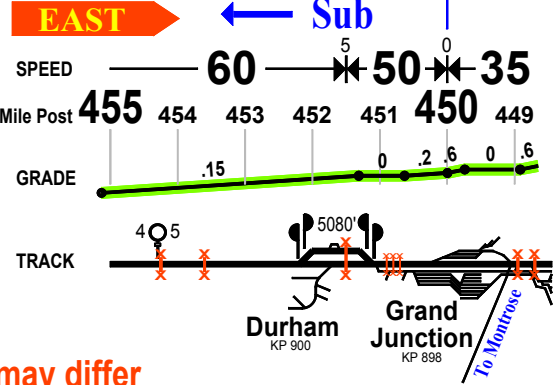
- 1 DETECTOR TALKER ( ALWAYS TALKS )  
Located at MP xxx.2
- 2 DETECTOR TALK ON DEFECT ONLY  
Located at MP xxx.5
- ↑ PRIVATE ROAD CROSSING
- ↑ PUBLIC ROAD CROSSING
- A AEI READER  
Located at MP xxx.3
- H Bridge
- T Tunnel

Signals are for ALL MAINS unless so noted.

Footage between signals is Rounded DOWN.

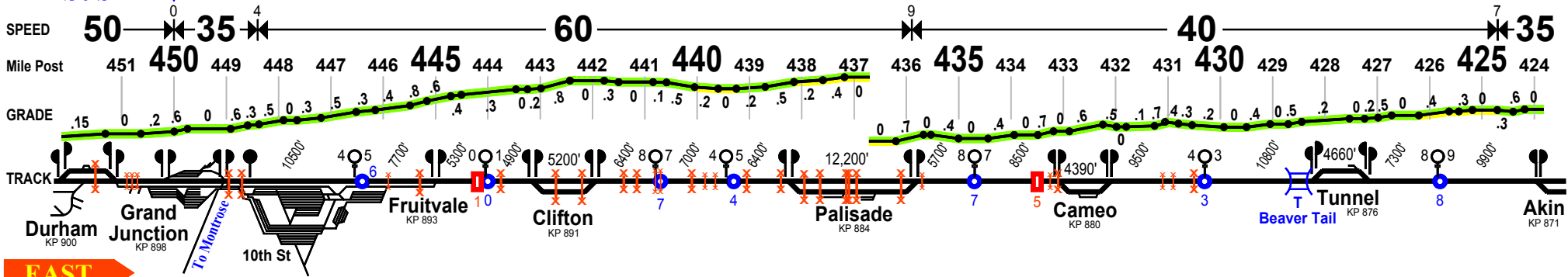
Distance is Facing Signal to Facing Signal  
One Exception, Sidings are Opposing

Grade is Averaged at times, and  
Not always shown for .3% and less

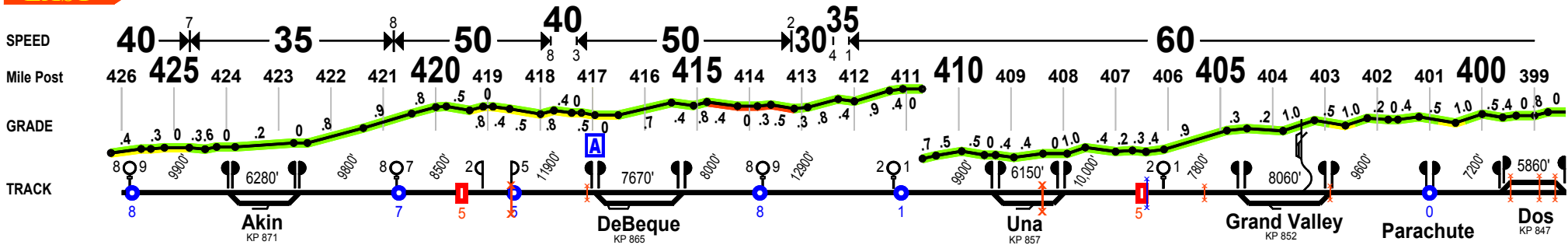


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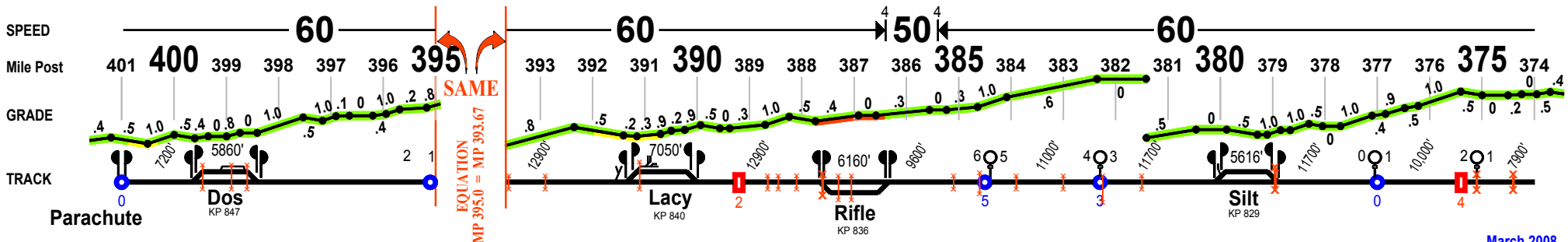
**EAST** Use Correct Direction ( East / West ). Speeds, Signals, and Footages, may differ



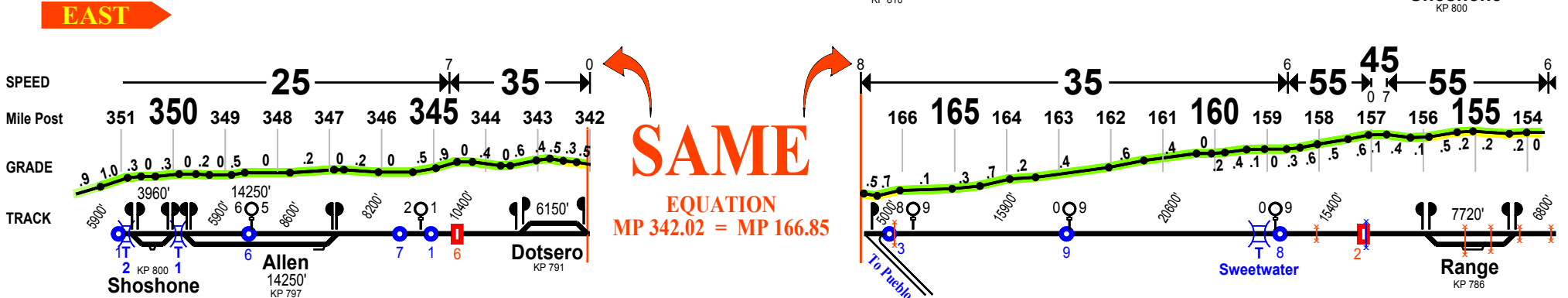
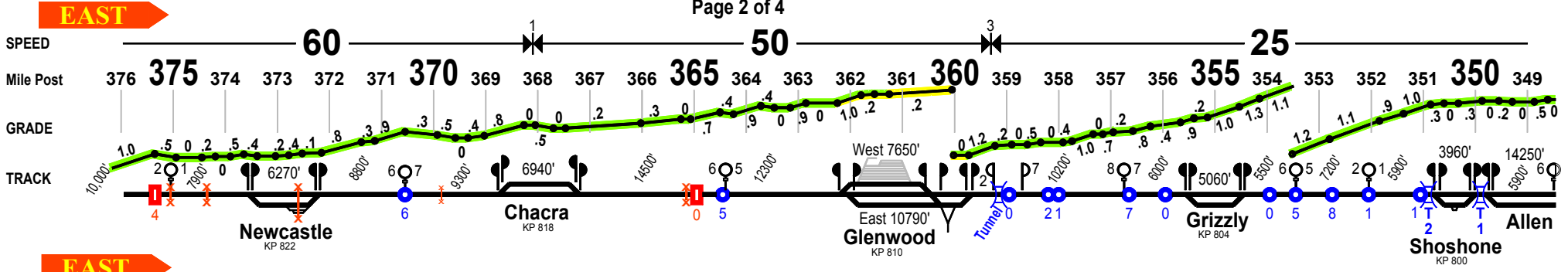
**EAST**



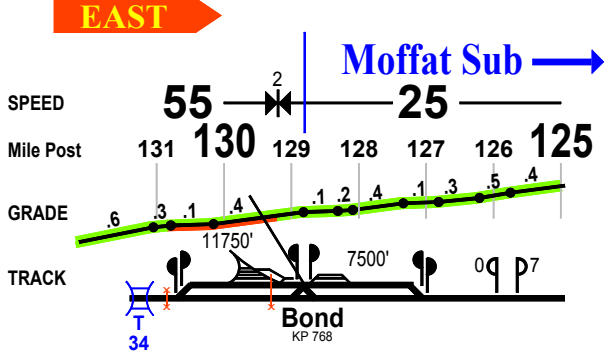
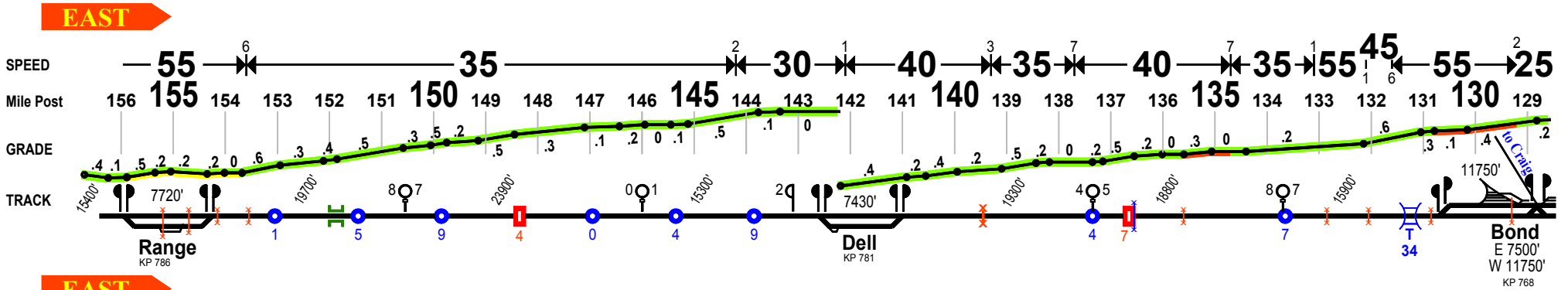
**EAST**



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**SAME**  
EQUATION  
MP 342.02 = MP 166.85



Used Following data and criteria when creating Chart:  
Feedback from the Ground, Trumps ALL  
Time Table. ( Never less than 2nd out, usually 1st )  
GPS Data and or Track Profiles  
Gut and Common Sense.

All Footages should be taken with a grain of salt.  
NONE are verified, and are my calculations Only

Send Feedback to [www.FOGCHART.com](http://www.FOGCHART.com) or  
[JKFREEDMAN@Comcast.net](mailto:JKFREEDMAN@Comcast.net)

Suggested Train Handling Guidelines are just that.  
Suggested Possible Train Handling Methods  
No Two Trains are the SAME  
No One Method works for ALL  
Your call what is best

Printed Double Sided makes 2 sheets  
About \$3 a sheet for Color Laser Print & Laminated

Great for tracking Slow Orders

*Jerry Kemp Freedman*

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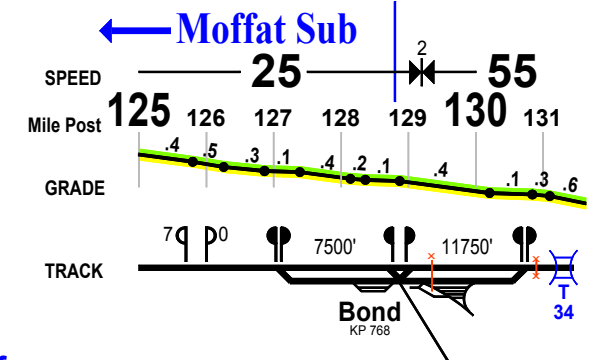
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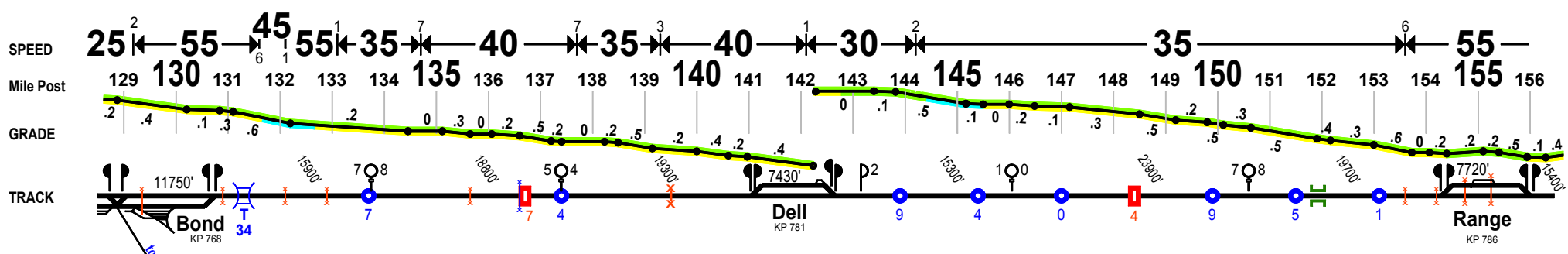
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**WEST** ➤

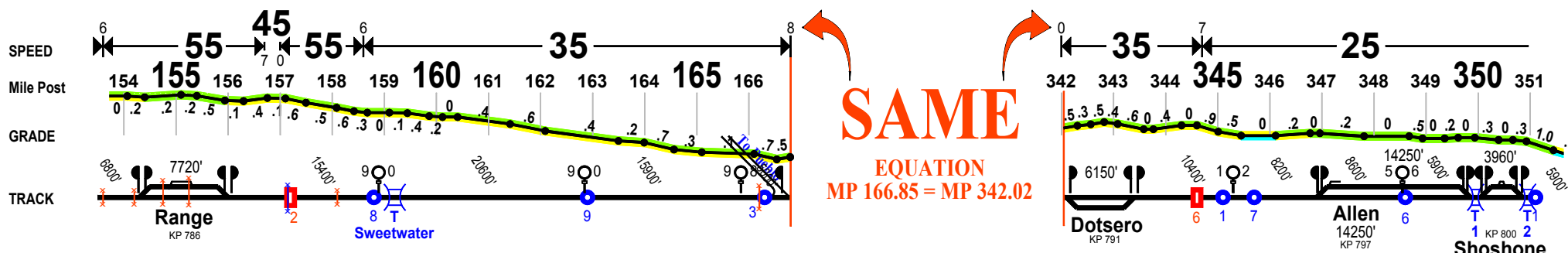


**WEST** ➤

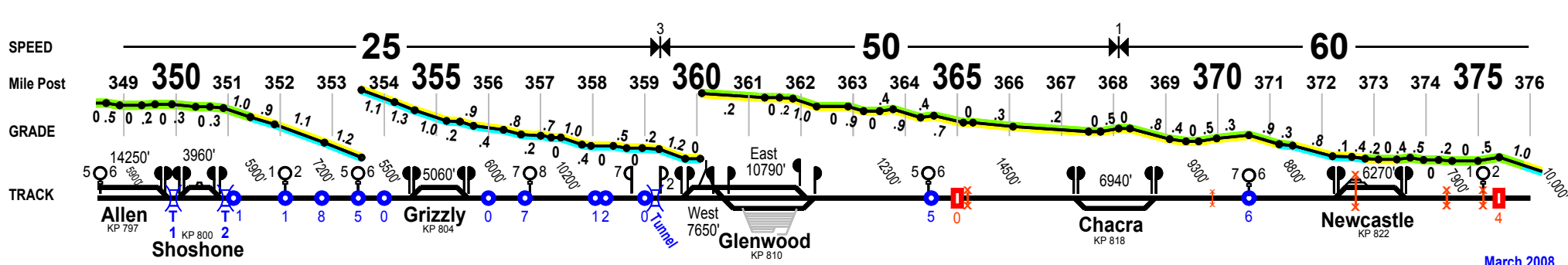
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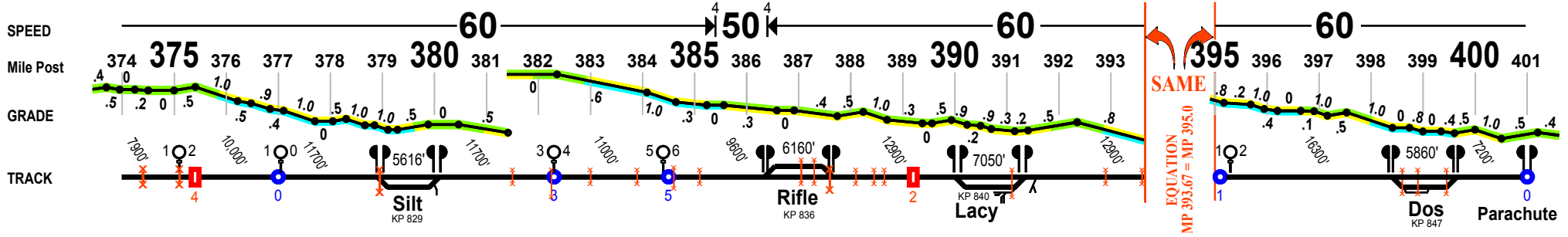


**WEST** ➤

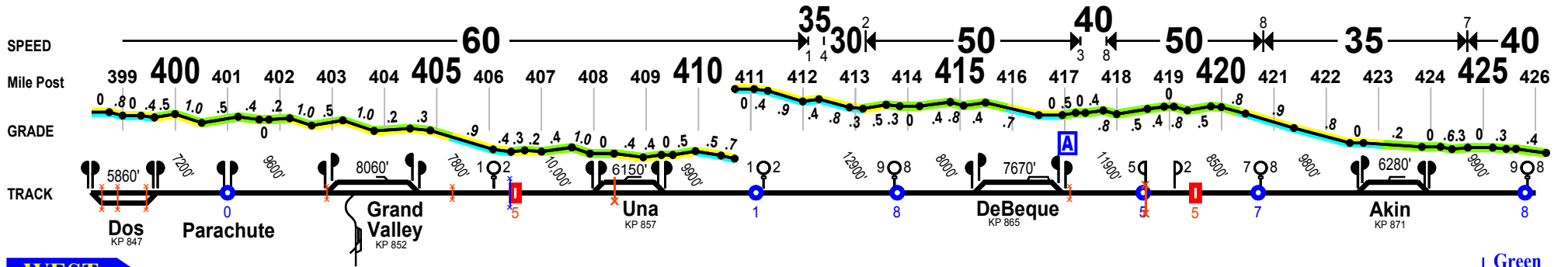


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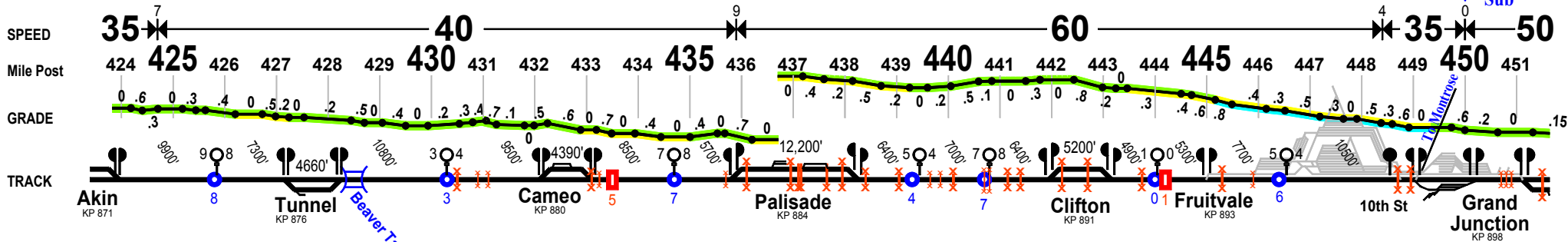
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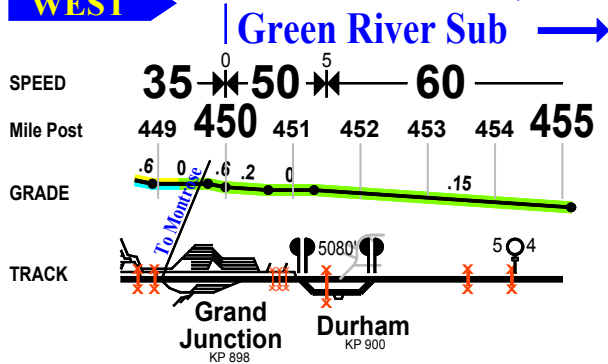
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**WEST**



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